

# Tracking the Deployment of the Integrated Metropolitan ITS Infrastructure in Allentown, Bethlehem, Easton

## **FY99 Results**

For additional information, please contact:

Joseph I. Peters, Ph.D.  
ITS Program Assessment Coordinator  
ITS Joint Program Office, Room 3416  
400 Seventh St., S.W.  
Washington, D.C. 20590  
(202) 366-2202  
FAX: (202) 493-2027  
E-mail: [joe.peters@fhwa.dot.gov](mailto:joe.peters@fhwa.dot.gov)

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## **Part 1 - Background and Purpose**

In January 1996, Secretary Peña set a goal of deploying the integrated metropolitan Intelligent Transportation System (ITS) infrastructure in 75<sup>1</sup> of the nation's largest metropolitan areas by 2006:

*"I'm setting a national goal: to build an intelligent transportation infrastructure across the United States to save time and lives, and improve the quality of life for Americans. I believe that what we do, we must measure . . . Let us set a very tangible target that will focus our attention . . . I want 75 of our largest metropolitan areas outfitted with a complete intelligent transportation infrastructure in 10 years."*<sup>2</sup>

-- Secretary Peña, 1996

In 1997, the U.S. Department of Transportation initiated an effort to track progress toward fulfillment of this goal by conducting a survey of deployment in the nation's largest metropolitan areas. Traditionally, the product of a transportation infrastructure investment consists of a fixed asset such as a highway, bridge, or public transportation vehicle developed, constructed, or purchased by a single agency. Tracking the level of deployment for such traditional fixed assets can be accomplished by simply counting the number of such assets deployed. Measuring the deployment of the metropolitan ITS infrastructure is more complex because it consists of a set of systems, often deployed by multiple agencies, and integrated through a combination of complex institutional and technical arrangements. In brief, it is often difficult to simply count the number of systems deployed without first devising a measurement approach that captures the essential features of such systems in a consistent fashion across many deployment environments.

In order to track progress toward fulfillment of the Secretary's goal for deployment, the U.S. Department of Transportation ITS Joint Program Office developed the metropolitan ITS deployment tracking methodology. This methodology tracks deployment of the nine components that make up the Metropolitan ITS infrastructure: Freeway Management; Incident Management; Arterial Management; Emergency Management; Transit Management; Electronic Toll Collection; Electronic Fare Payment; Highway-Rail Intersections; and Regional Multimodal Traveler Information. Through a set of indicators tied to the major functions of each component, the level of deployment is tracked for the nation's largest metropolitan areas. In addition, the integration links between agencies operating the infrastructure are also tracked. The details of

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<sup>1</sup> Since Secretary Peña's speech, the number of metropolitan areas that DOT will measure has been increased from 75 to 78. However, to maintain reporting consistency across the 10-year goal period, this report considers only the original 75 metropolitan areas.

<sup>2</sup> Excerpt of a speech delivered by Secretary of Transportation Peña at the Transportation Research Board in Washington, DC on January 10, 1996.

the methodology are explained elsewhere.<sup>3</sup>

During the summer and fall of 1999, the U.S. DOT undertook a new data collection effort for the purpose of examining ITS deployment progress in the nation's largest metropolitan areas. The Allentown, Bethlehem, Easton metropolitan area was among the areas surveyed in 1997 and again in 1999. This report presents the results of the 1999 survey efforts and compares the results of the 1997 survey against those observed in 1999. The overall response rate for the surveys administered in the Allentown, Bethlehem, Easton region was 60% in 1997 and 100% in 1999.

Part 2 contains a summary of the 1999 survey results, and Part 3 provides a comparison of 1999 survey results and the 1997 survey results.

The report also contains a set of appendices containing a map of the survey area, the list of local contacts surveyed along with a status of their response to the survey and a summary of the data collected from the surveys.

Agencies are encouraged to review the data presented in this report for completeness and accuracy and to direct any comments or corrections to the data provided to the contacts listed below:

Steve Gordon  
Oak Ridge National Laboratory  
P.O. Box 2008, 4500N, MS-6207  
Oak Ridge, TN 37831-6207  
(865) 576-8416 (voice)  
(865) 574-3895 (fax)  
[gordonsr@ornl.gov](mailto:gordonsr@ornl.gov)

Jeff Trombly  
Science Applications International Corporation  
301 Laboratory Road  
Oak Ridge, TN 37831-2501  
(865) 481-8563 (voice)  
(865) 481-2941 (fax)  
[jeffrey.w.trombly@saic.com](mailto:jeffrey.w.trombly@saic.com)

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<sup>3</sup> Additional Resources: "Measuring ITS Deployment and Integration" (Electronic Document Number: 4372). U.S. Department of Transportation, Joint Program Office for Intelligent Transportation Systems, 400 Seventh St., SW (HVH-1), Washington, DC 20590, Phone: 202-366-9536, Fax: 202-366-3302, Web: <http://www.its.dot.gov>.

## **Part 2 - Summary 1999 Survey Results**

Deployment indicators have been developed for two broad areas of interest: (1) the individual components, including their basic functions and characteristics and (2) integration of components, including how these components work together to provide coordinated regional service. As mentioned earlier, these indicators are expressed as percentages of the possible deployment opportunity and not necessarily what should be deployed based on local needs. Requirements for deployment and integration between each component will vary based on local conditions and cannot be assigned without extensive coordination with individual metropolitan areas.

The following two figures portray the surrogate indicators for each of the nine components in Allentown, Bethlehem, Easton and the same indicators at the national level. These are judged to be the single best representative of a component and are being used as summary indicator for component. The summary indicators are expressed as a percentage; however, because deployment goals have yet to be established, these indicators should not be read as a comparison of what is deployed versus eventual deployment goals. Instead, they only reflect what is deployed compared to full market saturation (i.e., opportunity for deployment).

Each component indicator was selected to reflect a critical function of the individual components. For example, in the case of Freeway Management, three basic functions were defined: surveillance, traffic control, and information display. The three indicators developed to reflect these functions are: percentage of freeway centerline miles under electronic surveillance (surveillance function), percentage of freeway entrance ramps managed by ramp meters (traffic control function), and percentage of freeway centerline miles covered by permanent VMS, HAR, or in-vehicle signing (information display function). The indicators are surrogates that do not necessarily reflect the full breadth of metropolitan ITS deployment activity.

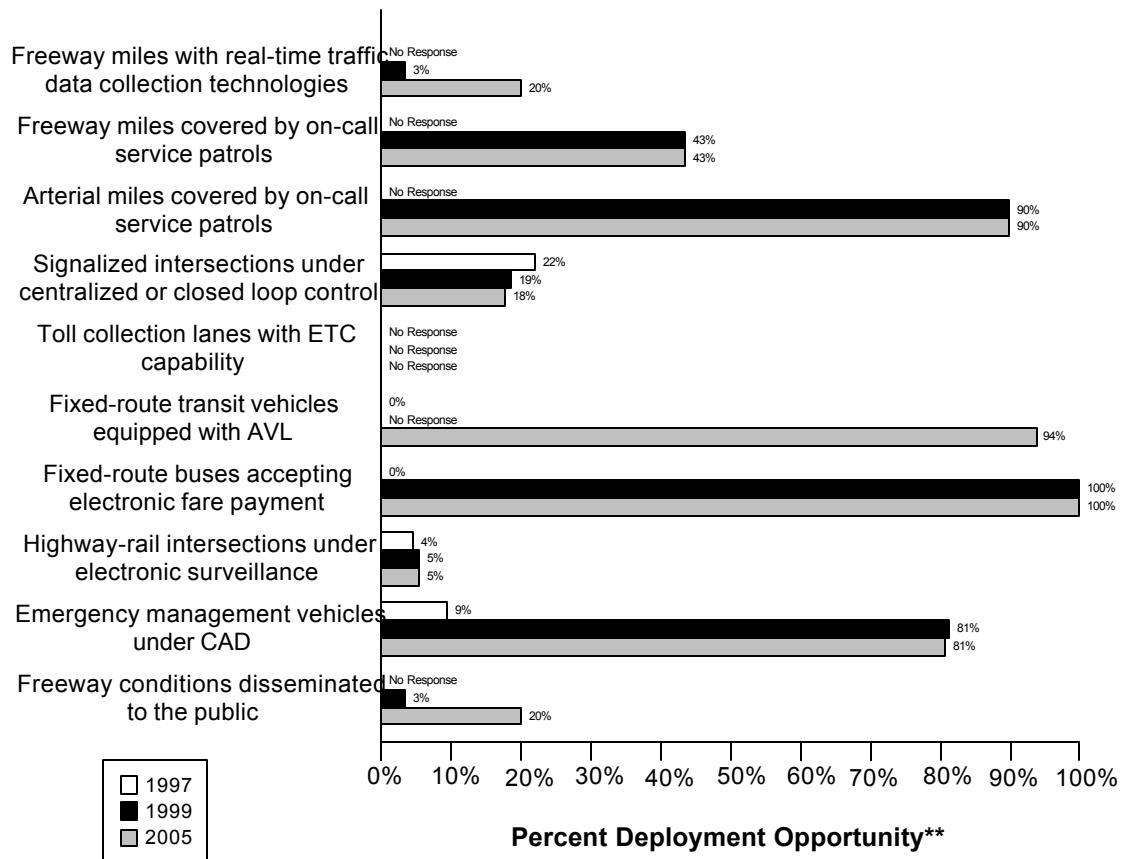
A critical aspect of ITS that provides much of its capability is the integration of individual components to form a unified regional traffic control system. Individual ITS components routinely collect information that is used for purposes internal to that component. For example, the Arterial Management component monitors arterial conditions to revise signal timing and to convey these conditions to travelers through such technologies as variable message signs and highway advisory radio. Other ITS components can make use of this information in formulating their control strategies. For example, Transit Management may alter routes and schedules based on real-time information on arterial traffic conditions, and Freeway Management may alter ramp metering or diversion recommendations based on the same information.

As with the component indicators, definitions for inter- and intra-component integration were developed for each component, and indicators, derived from these definitions, were produced for each component. A total of 34 individual integration indicators was specified and is portrayed in the third figure which follows. Each integration indicator has been assigned a number and an origin/destination path from one ITS infrastructure component to another. For example, the

integration of information from the Freeway Management component to the Regional Multimodal Traveler Information component is identified by the number “10.”

Data as of 5/1/00

## Allentown, Bethlehem, Easton Summary Indicators\*

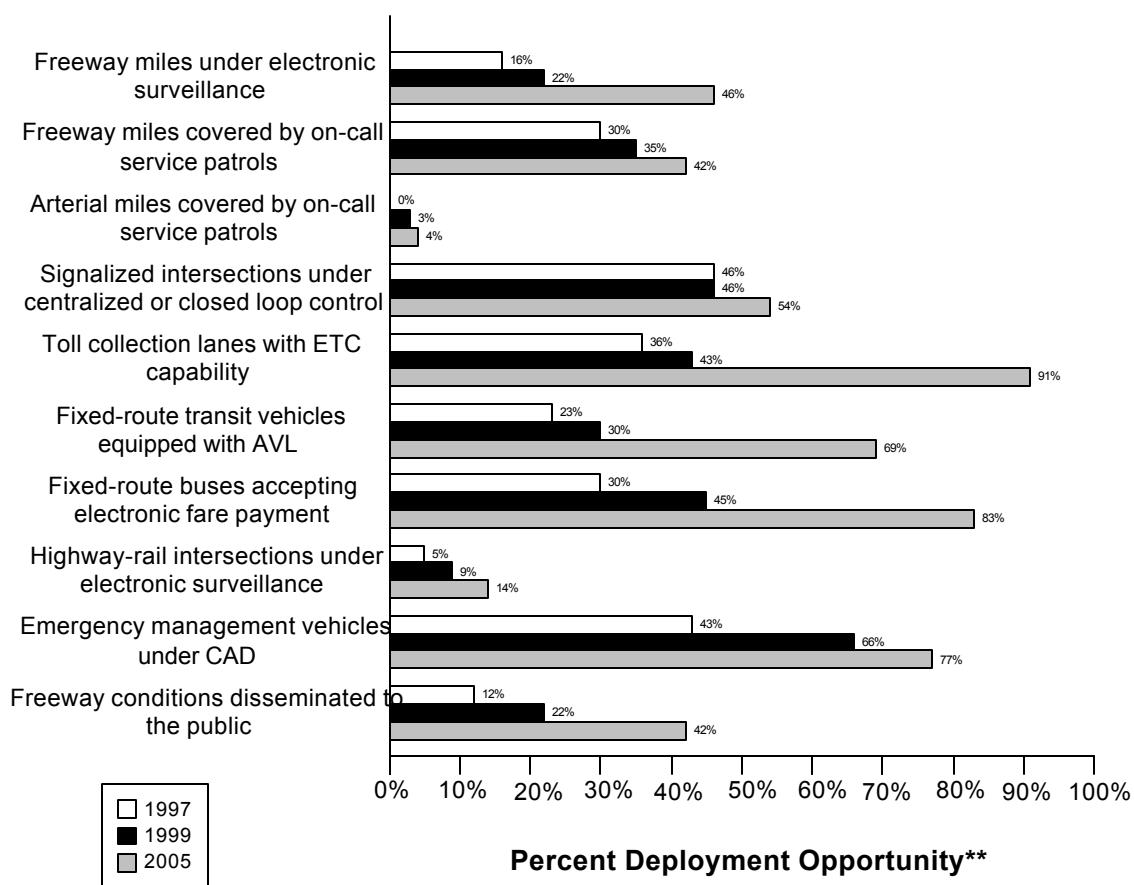


\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

Data as of 5/1/00

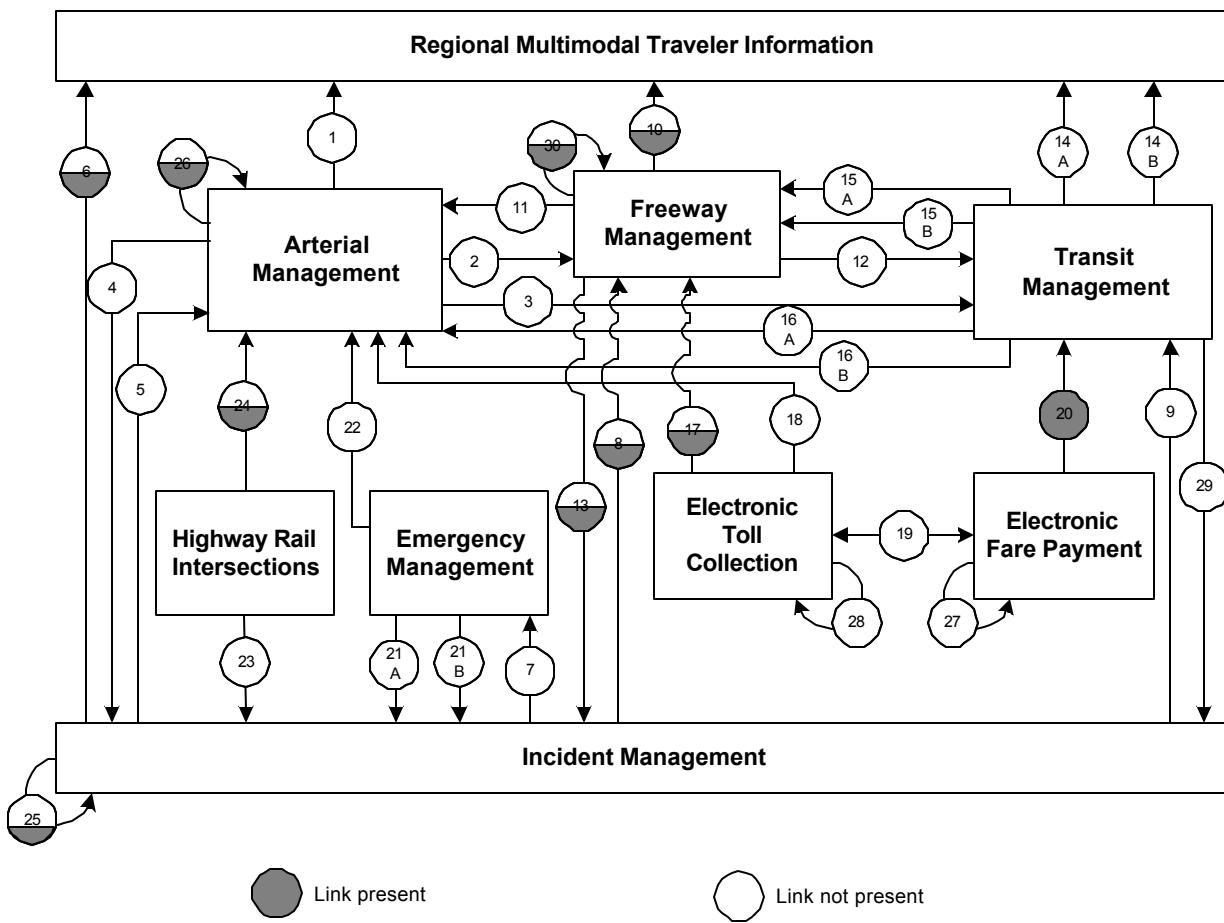
## National Summary Indicators\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need

## Allentown, Bethlehem, Easton Integration Links



Link	Description	Link	Description
1	Arterial Management to Regional Multimodal Traveler Information	2	Arterial Management to Freeway Management
3	Arterial Management to Transit Management	4	Arterial Management to Incident Management
5	Incident Management to Arterial Management	6	Incident Management to Regional Multimodal Traveler Information
7	Incident Management to Emergency Management.	8	Incident Management to Freeway Management
9	Incident Management to Transit Management	10	Freeway Management to Regional Multimodal Traveler Information

<b>Link</b>	<b>Description</b>	<b>Link</b>	<b>Description</b>
11	Freeway Management to Arterial Management	12	Freeway Management to Transit Management
13	Freeway Management to Incident Management	14a	Transit Management to Regional Multimodal Traveler Information (static route information)
		14b	Transit Management to Regional Multimodal Traveler Information (schedule adherence information)
15a	Transit Management to Freeway Management	16a	Transit Management to Arterial Management
15b	Transit Management to Freeway Management (transit vehicle probes)	16b	Transit Management to Arterial Management (transit vehicle probes)
17	Electronic Toll Collection to Freeway Management (ETC equipped probes)	18	Electronic Toll Collection to Arterial Management (ETC equipped probes)
19	Electronic Fare Payment and Electronic Toll Collection	20	Electronic Fare Payment to Transit Management
21a	Emergency Management to Incident Management (incident notification)	22	Emergency Management to Arterial Management
21b	Emergency Management to Incident Management (incident clearance)		
23	Highway-rail intersections to Incident Management (crossing status)	24	Highway-rail intersections to Arterial Management (crossing status)
25	Incident Management intra component	26	Arterial Management intra component
27	Electronic Fare Payment intra component.	28	Electronic Toll Collection intra component
29	Transit Management to Incident Management (incident reporting)	30	Freeway Management intra component

### **Part 3 - Detailed 1999 Survey Results**

The following figures and tables summarize the complete set of component and integration indicators developed for the Allentown, Bethlehem, Easton metropolitan area. The figures summarizing the component indicators consist of a bar chart portraying the deployment levels for 1997, 1999, and 2005 accompanied by detailed tables of the data used to calculate each component indicator value (*Num* stands for numerator and *Den* stands for denominator; blank space indicates that no response was received.)

**Example:** Calculating Component Indicators for Freeway Management

Consider a metropolitan area with 100 miles of freeway and 25 freeway entrance ramps. The area has no ramp meters, 10 freeway miles for which traffic data are collected electronically, and 5 freeway miles, which are covered by highway advisory radio.

The component indicator for electronic surveillance is calculated as (10/100) or 10%.

The component indicator for ramp meter control is calculated as (0/25) or 0%.

The component indicator for HAR coverage is calculated as (5/100) or 5%.

The summary indicator for the metropolitan area is calculated as  
 $(10\%+0\%+5\%)/3 = 5\%$ .

The figures summarizing the integration indicators consist of a diagram for each of the nine metropolitan ITS components portraying the integration level for 1999 (*italic*) and 2005 (**bold**), accompanied by tables providing an explanation of the data and calculations performed to develop each integration indicator value for 1999 and 2005. Each diagram portrays the proportion of agencies providing information to a component (e.g., the flow of incident information from Incident Management to Freeway Management) and the proportion of agencies providing information from one component to other components (e.g., the flow of freeway travel condition information from Freeway Management to Arterial Management).

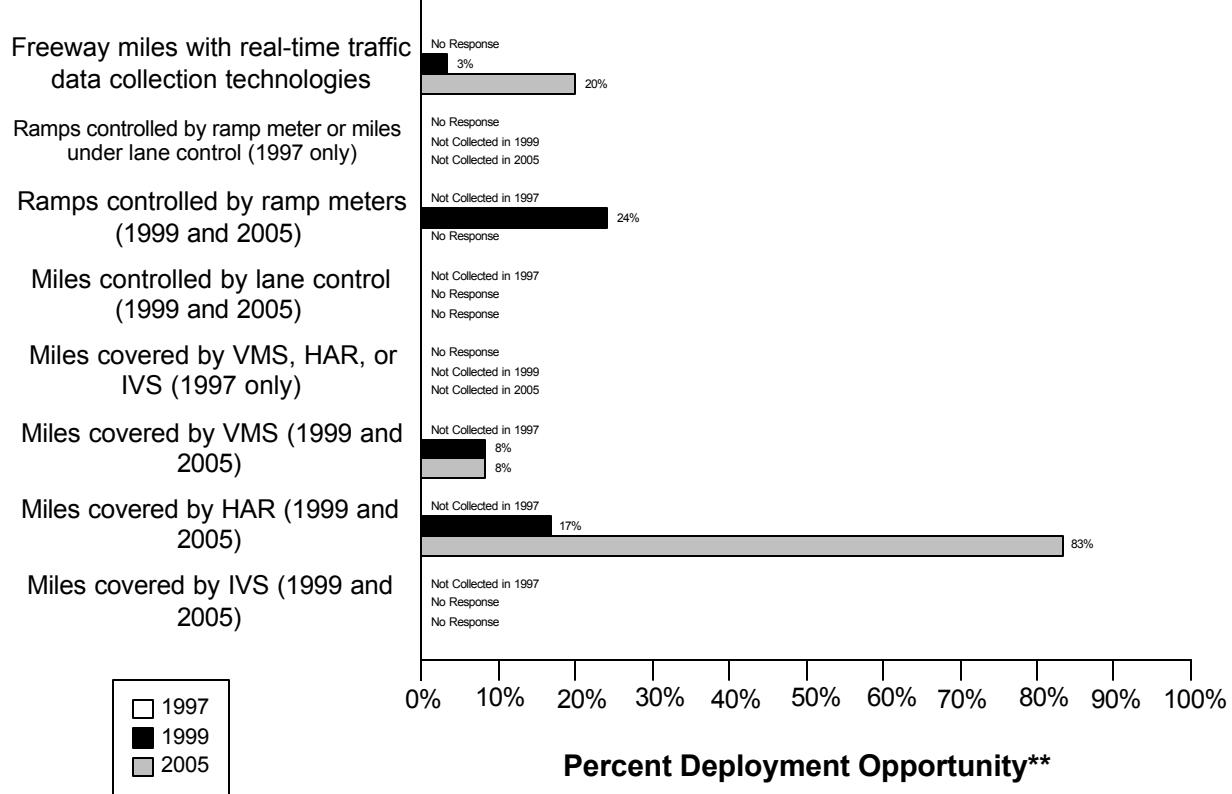
**Example:** Calculating Integration between Arterial Management and Regional Multimodal Traveler Information

Consider a metropolitan area with three arterial management agencies. One out of three provides information to the public using a Regional Multimodal Traveler Information Media (e.g., internet, kiosk, pager, etc...). The integration indicator is 1/3 or 33%.

## Freeway Management Component Indicators

Data as of 5/1/00

### Allentown, Bethlehem, Easton Freeway Management\*



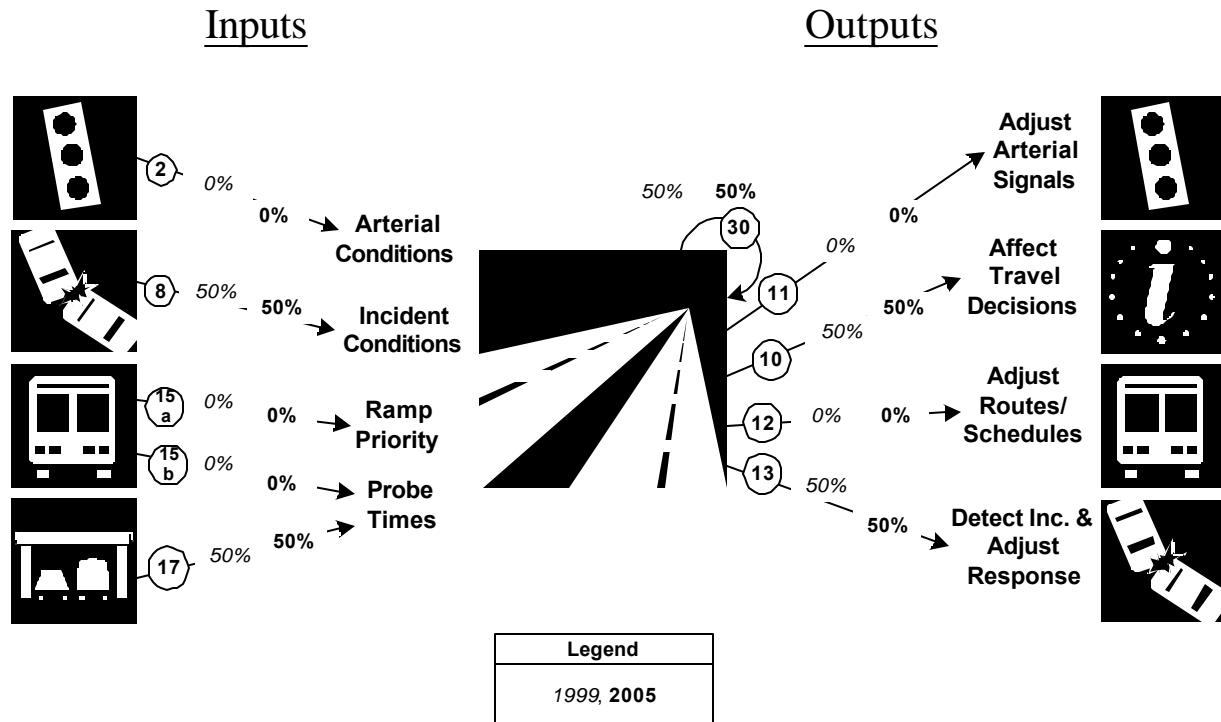
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

<b>Description</b>	<b>1997</b>			<b>1999</b>			<b>2005</b>		
	<b>Num</b>	<b>Den</b>	<b>%</b>	<b>Num</b>	<b>Den</b>	<b>%</b>	<b>Num</b>	<b>Den</b>	<b>%</b>
Freeway centerline miles are under electronic surveillance for monitoring traffic flow		60		2	60	3%	12	60	20%
Freeway entrance ramps are controlled by ramp meters or miles under lane control									

<b>Description</b>	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Freeway entrance ramps are controlled by ramp meters				14	58	24%		58	
Freeway centerline miles will be controlled by lane control					60			60	
Freeway miles are covered by VMS, HAR, or IVS		60							
Freeway miles are covered by VMS				5	60	8%	5	60	8%
Freeway miles are covered by HAR				10	60	17%	50	60	83%
Freeway miles are covered by IVS					60			60	

**Freeway Management Integration Indicators**  
**Allentown, Bethlehem, Easton**  
**Freeway Management Integration\***



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

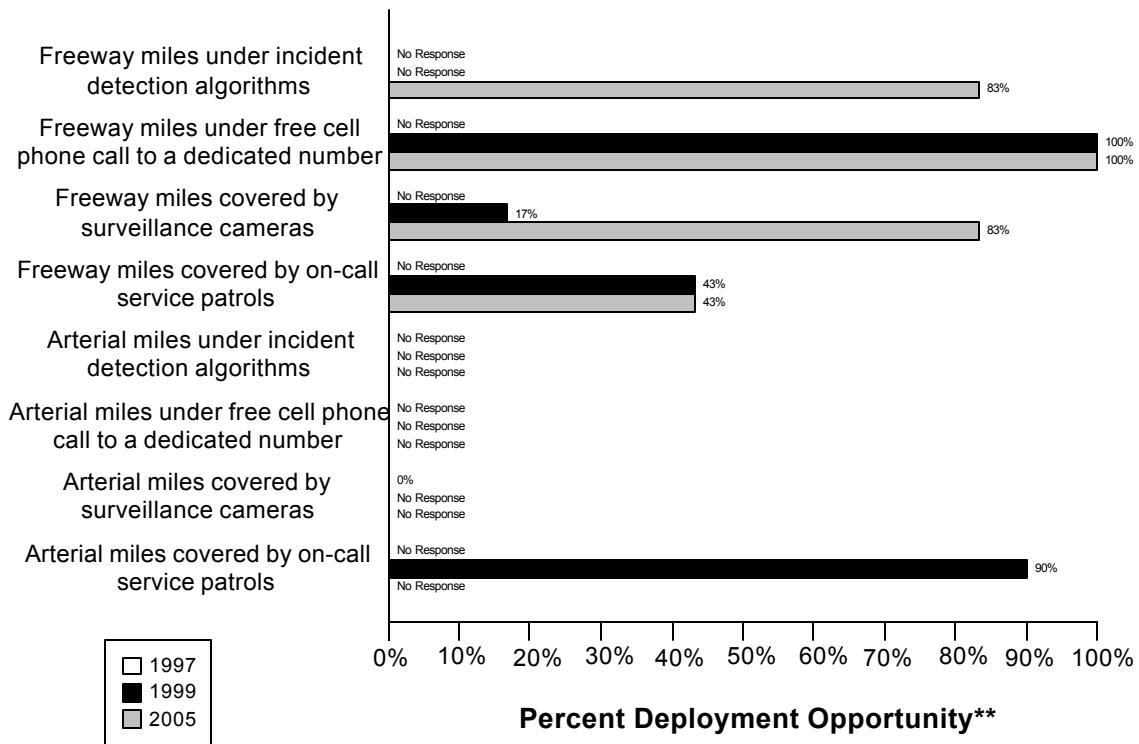
Link Description	1999	2005
2. Arterial Management agencies sending information to Freeway Management	( 0/ 2) 0%	( 0/ 2) 0%
8. Incident Management agencies sending information to Freeway Management	( 1/ 2) 50%	( 1/ 2) 50%
15a. Transit management agencies with vehicles equipped with ramp meter priority	( 0/ 1) 0%	( 0/ 1) 0%
15b. Transit Management agencies with vehicles equipped as probes	( 0/ 1) 0%	( 0/ 1) 0%
17. Freeway Management agencies receiving freeway conditions from vehicle probes	( 1/ 2) 50%	( 1/ 2) 50%
30. Freeway Management agencies sending information to another Freeway Management agency	( 1/ 2) 50%	( 1/ 2) 50%
11. Freeway Management agencies sending information to Arterial Management	( 0/ 2) 0%	( 0/ 2) 0%

<b>Link Description</b>	<b>1999</b>	<b>2005</b>
10. Freeway Management agencies disseminating freeway conditions to the public	( 1/ 2) 50%	( 1/ 2) 50%
12. Freeway Management agencies sending freeway conditions to Transit Management	( 0/ 2) 0%	( 0/ 2) 0%
13. Freeway Management agencies sending freeway conditions to Incident Management	( 1/ 2) 50%	( 1/ 2) 50%

## Incident Management Component Indicators

Data as of 5/1/00

### Allentown, Bethlehem, Easton Freeway and Arterial Incident Management\*



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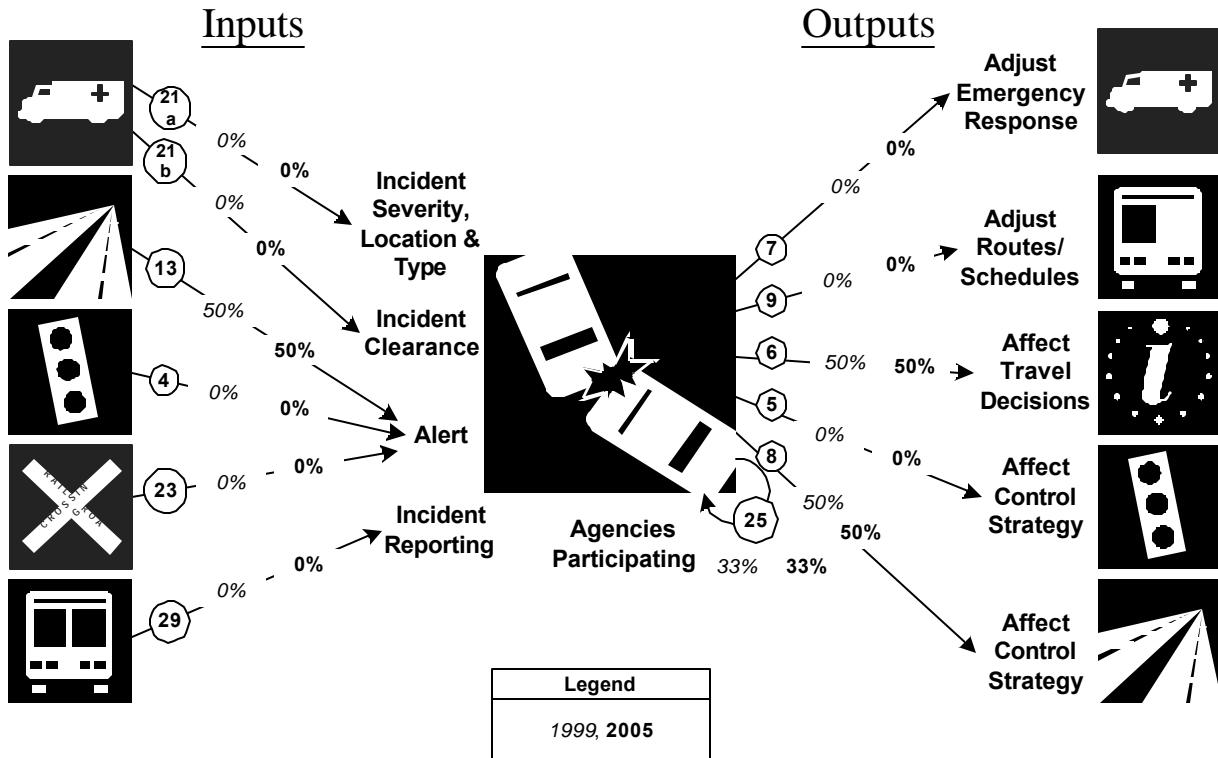
<b>Description</b>	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Freeway miles are covered by incident detection algorithms		60			60		50	60	83%
Freeway miles are covered by free cellular phone calls to a dedicated number		60		60	60	100 %	60	60	100%
Freeway miles are covered by surveillance cameras.		60		10	60	17%	50	60	83%

<b>Description</b>	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Freeway miles are covered by on-call publicly-sponsored service patrol or towing services.		60		26	60	43%	26	60	43%
Arterial miles are covered by incident detection algorithms		209		209			209		
Arterial miles are covered by free cellular phone calls to a dedicated number		209		209			209		
Arterial miles are covered by surveillance cameras	0	209	0%		209			209	
Arterial miles are covered by on-call publicly-sponsored service patrol or towing services		209		188	209	90%		209	

## Incident Management Integration Indicators

Allentown, Bethlehem, Easton

### Incident Management Integration\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

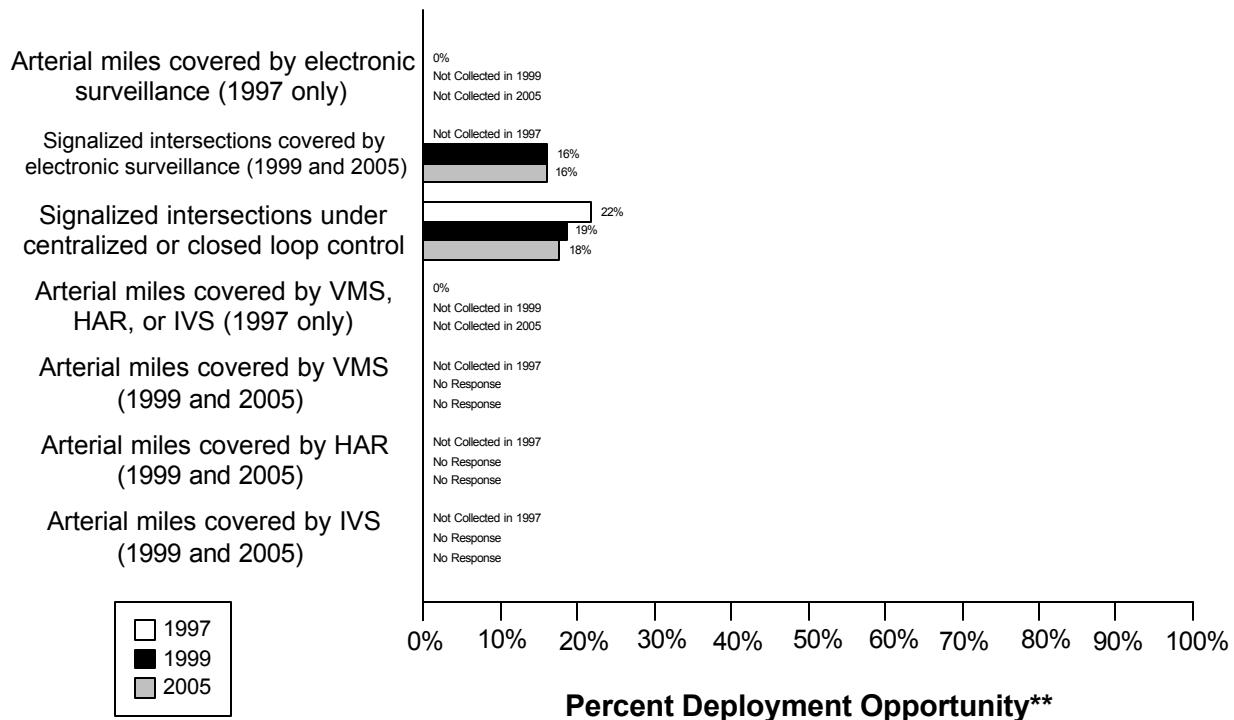
Link Description	1999	2005
21a. Incident management agencies receiving incident severity from Emergency Management	( 0 / 2 ) 0%	( 0 / 2 ) 0%
21b. Incident management agencies receiving incident clearance activities from Emergency Management	( 0 / 2 ) 0%	( 0 / 2 ) 0%
13. Freeway Management agencies sending freeway conditions to Incident Management	( 1 / 2 ) 50%	( 1 / 2 ) 50%
4. Arterial Management agencies sending arterial conditions to Incident Management	( 0 / 2 ) 0%	( 0 / 2 ) 0%
23. Arterial Management agencies receive information on highway-rail intersection crossing blockages for the purpose of managing incident response	( 0 / 2 ) 0%	( 0 / 2 ) 0%
29. Transit Management agencies report traffic incidents as part of an organized regional incident management program	( 0 / 1 ) 0%	( 0 / 1 ) 0%

<b>Link Description</b>	<b>1999</b>	<b>2005</b>
7. Incident management agencies transfer information describing incident severity, location, and type to Emergency Management agencies	( 0/ 2) 0%	( 0/ 2) 0%
9. Incident Management agencies transfer information describing incident severity, location, and type to Transit Management agencies	( 0/ 2) 0%	( 0/ 2) 0%
6. Incident Management agencies disseminate information describing incident severity, location, and type to the public	( 1/ 2) 50%	( 1/ 2) 50%
5. Incident Management agencies transfer information describing incident severity, location, and type to Arterial Management agencies	( 0/ 2) 0%	( 0/ 2) 0%
8. Incident Management agencies transfer information describing incident severity, location, and type to Freeway Management agencies	( 1/ 2) 50%	( 1/ 2) 50%
25. Police, fire, and EMS agencies participating in a formal incident management plan/team	( 2/ 6) 33%	( 2/ 6) 33%

## Arterial Management Component Indicators

Data as of 5/1/00

### Allentown, Bethlehem, Easton Arterial Management\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

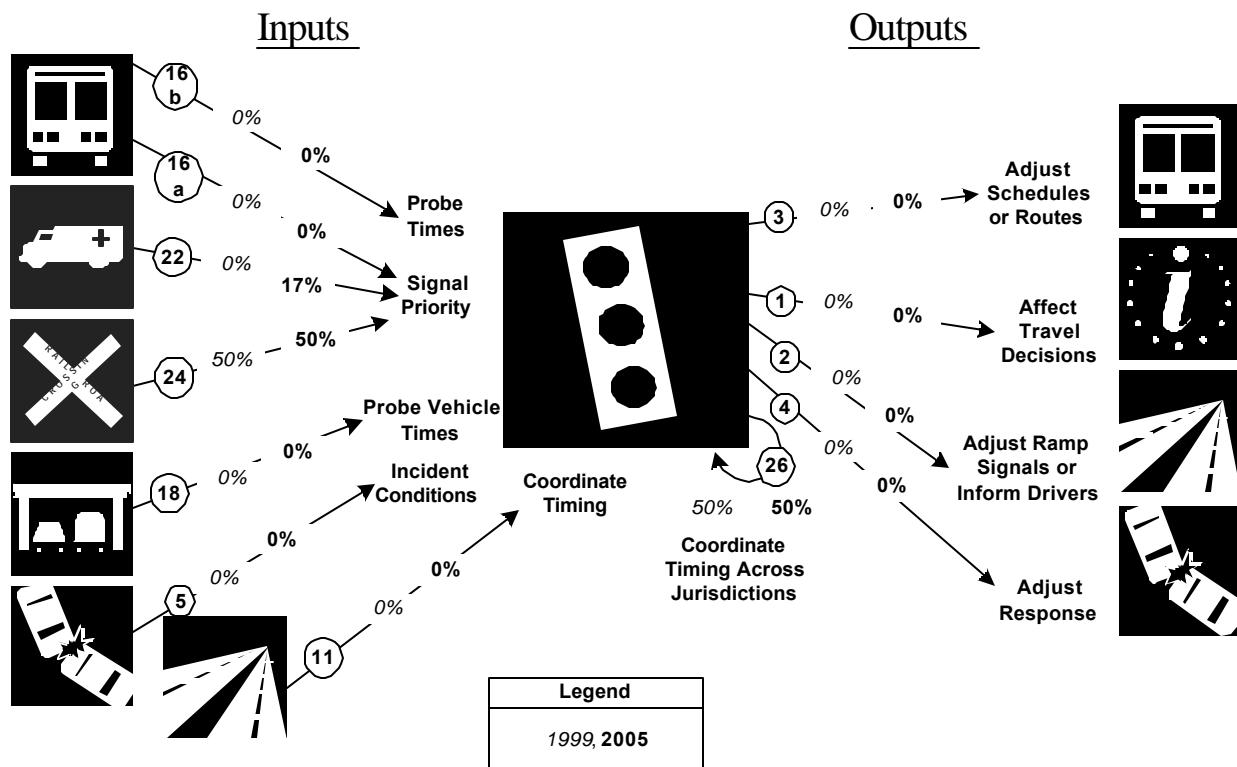
Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Arterial miles covered by electronic surveillance	0	209	0%						
Signalized intersections are covered by electronic surveillance for monitoring traffic flow				46	286	16%	48	300	16%
Signalized intersections are under centralized or closed loop control	53	243	22%	53	286	19%	53	300	18%

<b>Description</b>	<b>1997</b>			<b>1999</b>			<b>2005</b>		
	Num	Den	%	Num	Den	%	Num	Den	%
Arterial miles are covered by VMS, HAR, or IVS	0	209	0%						
Arterial miles are covered by VMS				209			209		
Arterial miles are covered by HAR				209			209		
Arterial miles are covered by IVS				209			209		

## Arterial Management Integration Indicators

### Allentown, Bethlehem, Easton

### Arterial Management Integration\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

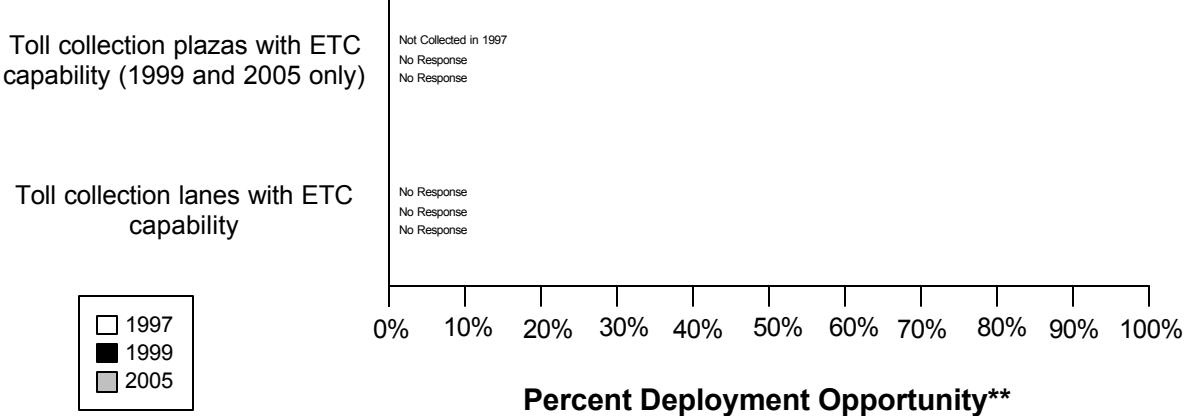
Link Description	1999	2005
16a. Transit management agencies with vehicles equipped with traffic signal priority	( 0/ 1) 0%	( 0/ 1) 0%
16b. Transit Management agencies have vehicles equipped as probes on arterials	( 0/ 1) 0%	( 0/ 1) 0%
22. Emergency Management agencies have vehicles equipped with traffic signal preemption capability	( 0/ 6) 0%	( 1/ 6) 17%
24. Arterial Management agencies have traffic signals within 200 feet of a highway rail intersection with the capability of having their signal timing adjusted in response to a train crossing	( 1/ 2) 50%	( 1/ 2) 50%
18. Number of Arterial Management agencies receiving information from vehicle probes	( 0/ 2) 0%	( 0/ 2) 0%
5. Incident Management agencies transfer information describing incident severity, location, and type to Arterial Management	( 0/ 2) 0%	( 0/ 2) 0%

<b>Link Description</b>	<b>1999</b>	<b>2005</b>
11. Freeway Management agencies transfer freeway travel times, speeds, and conditions to Arterial Management agencies	( 0 / 2) 0%	( 0 / 2) 0%
3. Arterial Management agencies transfer arterial travel times, speeds, and conditions to Transit Management	( 0 / 2) 0%	( 0 / 2) 0%
1. Arterial Management agencies disseminate arterial travel times, speeds, and conditions to the public	( 0 / 2) 0%	( 0 / 2) 0%
2. Arterial Management agencies send traffic condition information to Freeway Management	( 0 / 2) 0%	( 0 / 2) 0%
4. Arterial Management agencies transfer arterial travel times, speeds, and conditions to Incident Management	( 0 / 2) 0%	( 0 / 2) 0%
26. Arterial Management agencies under cooperative agreement to share traffic signal timing for coordinated response	( 1 / 2) 50%	( 1 / 2) 50%

## Electronic Toll Collection Component Indicators

Data as of 5/1/00

### Allentown, Bethlehem, Easton Electronic Toll Collection\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

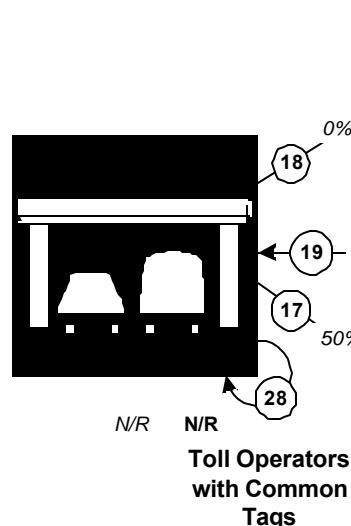
\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Toll collection plazas with ETC capability									
Toll collection lanes with ETC capability									

## Electronic Toll Collection Integration Indicators

# Allentown, Bethlehem, Easton Electronic Toll Collection Integration\*

### Inputs



### Outputs



Legend	
1999, 2005	

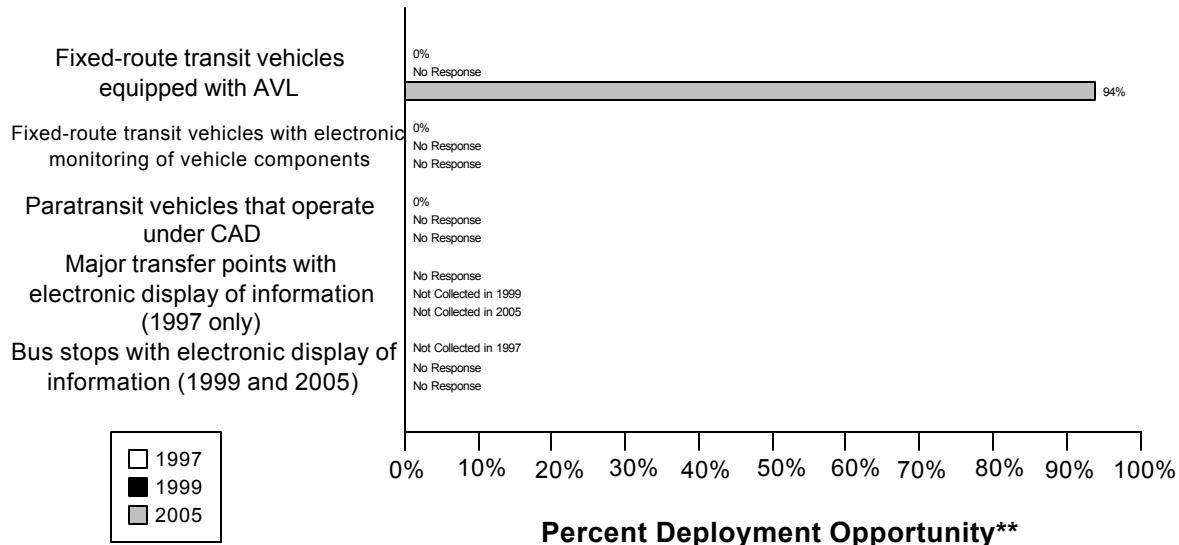
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

Link Description	1999	2005
18. Number of Arterial Management agencies receiving information from vehicle probes	( 0/ 2) 0%	( 0/ 2) 0%
19. Transit agencies that accept electronic payment through the use of electronic toll collection media	( 0/ 1) 0%	( 0/ 1) 0%
17. Freeway Management agencies receiving information from vehicle probes	( 1/ 2) 50%	( 1/ 2) 50%
28. Toll operators using common toll tag technology	( 0/ )	( 0/ )

## Transit Management Component Indicators

Data as of 5/1/00

### Allentown, Bethlehem, Easton Transit Management\*



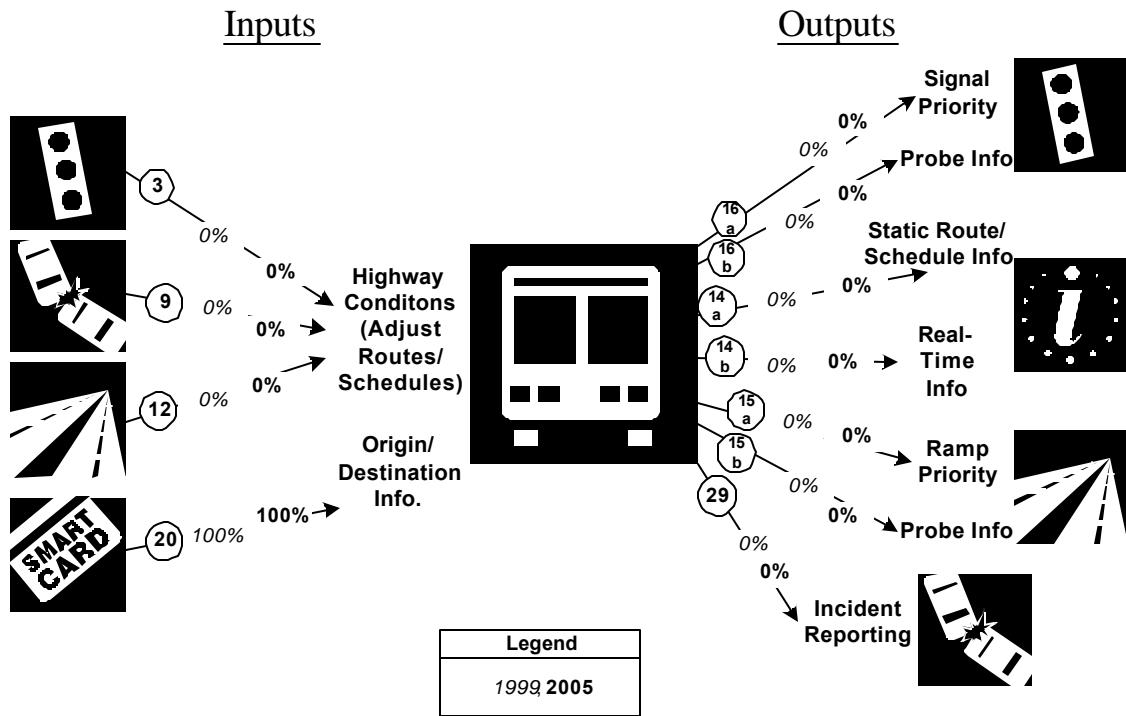
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

<b>Description</b>	<b>1997</b>			<b>1999</b>			<b>2005</b>		
	Num	Den	%	Num	Den	%	Num	Den	%
Fixed-route transit vehicles are equipped with AVL	0	68	0%		75		75	80	94%
Fixed-route transit vehicles are equipped with electronic monitoring of vehicle component	0	68	0%		75		80		
Paratransit vehicles operate under computer-aided dispatch	0	86	0%		98		110		
Percent fixed-route transfer locations with electronic display of information	0	0							
Bus stops display information to the public									

## Transit Management Integration Indicators

### Allentown, Bethlehem, Easton Transit Management Integration\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

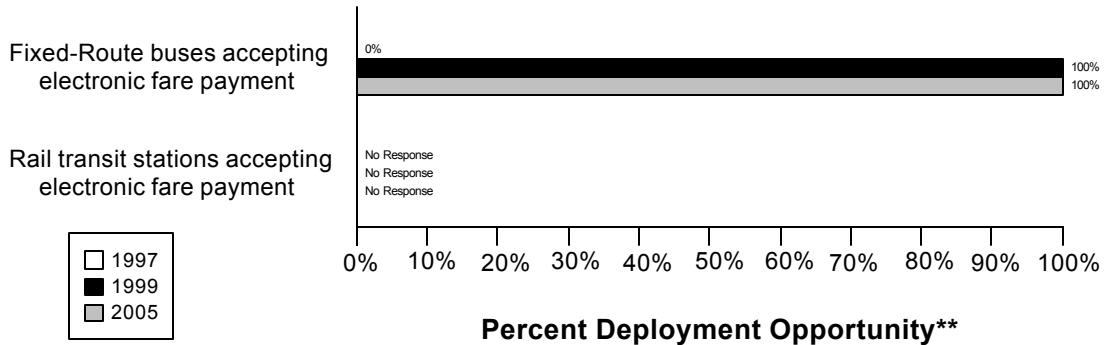
Link Description	1999	2005
3. Arterial Management agencies transfer arterial travel times, speeds, and conditions to Transit Management	( 0 / 2 ) 0%	( 0 / 2 ) 0%
9. Incident management agencies transfer information describing incident severity, location, and type to Transit Management	( 0 / 2 ) 0%	( 0 / 2 ) 0%
12. Freeway Management agencies transfer freeway travel times, speeds, and conditions to Transit Management	( 0 / 2 ) 0%	( 0 / 2 ) 0%
20. Transit Management agencies using Electronic Fare Payment data in transit service planning	( 1 / 1 ) 100%	( 1 / 1 ) 100%
16a. Transit Management agencies have vehicles equipped with traffic signal priority capability	( 0 / 1 ) 0%	( 0 / 1 ) 0%
16b. Transit Management agencies have vehicles equipped as probes on arterials	( 0 / 1 ) 0%	( 0 / 1 ) 0%
14a. Transit Management agencies disseminate information describing transit routes, schedules, and fares to travelers	( 0 / 1 ) 0%	( 0 / 1 ) 0%
14b. Transit Management agencies disseminate information describing schedule/route adherence to travelers	( 0 / 1 ) 0%	( 0 / 1 ) 0%

<b>Link Description</b>	<b>1999</b>	<b>2005</b>
15a. Transit Management agencies have vehicles equipped with ramp meter priority capability	( 0/ 1) 0%	( 0/ 1) 0%
15b. Transit Management agencies have vehicles equipped as probes on freeways	( 0/ 1) 0%	( 0/ 1) 0%
29. Transit Management agencies that report traffic incidents as part of an organized regional Incident Management program	( 0/ 1) 0%	( 0/ 1) 0%

## Electronic Fare Payment Component Indicators

Data as of 5/1/00

### Allentown, Bethlehem, Easton Electronic Fare Payment\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

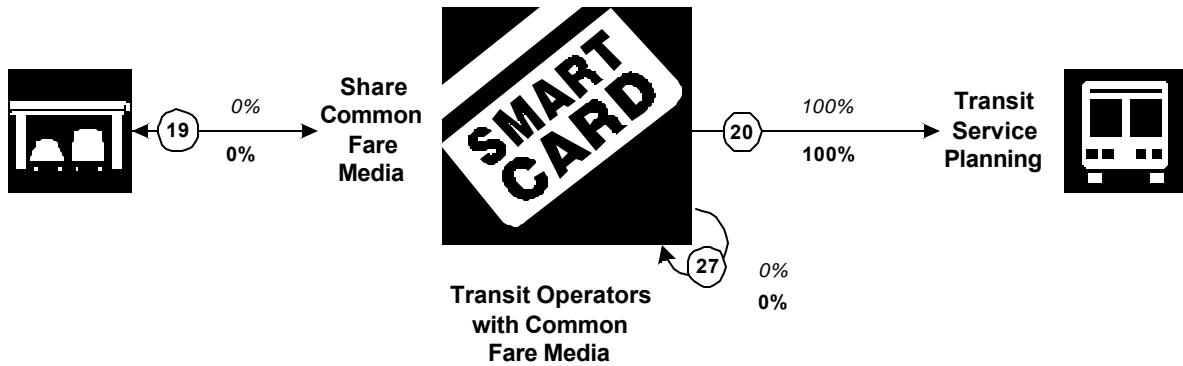
Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Fixed-route transit vehicles that accept electronic payment	0	68	0%	75	75	100%	80	80	100%
Rail transit stations that accept electronic payment	0	0							

## Electronic Fare Payment Integration Indicators

### Allentown, Bethlehem, Easton Electronic Fare Payment Integration\*

#### Inputs

#### Outputs



Legend	
1999	
2005	

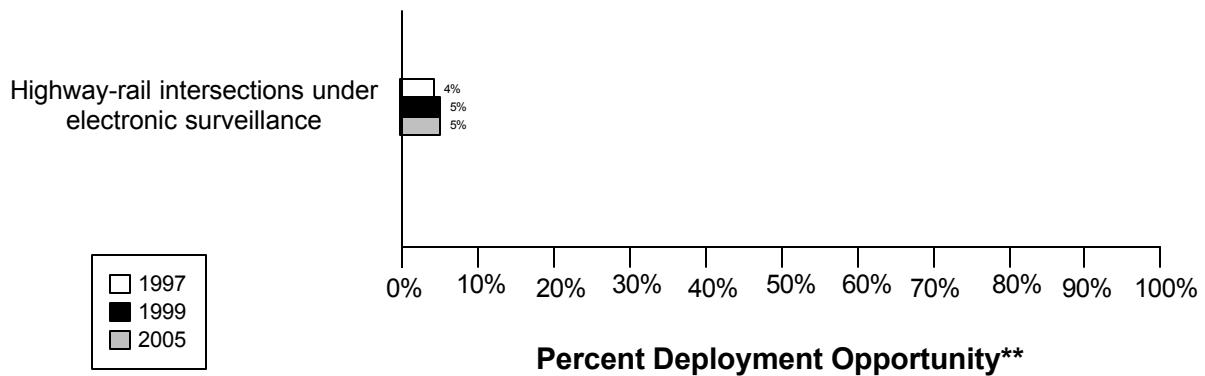
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

Link Description	1999	2005
19. Transit agencies that accept electronic payment through the use of electronic toll collection media	( 0/ 1) 0%	( 0/ 1) 0%
20. Transit Management agencies use Electronic Fare Payment data in transit service planning	( 1/ 1) 100%	( 1/ 1) 100%
27. Transit Management agencies that use the same electronic payment system	( 0/ 1) 0%	( 0/ 1) 0%

## Highway Rail Intersection Component Indicators

Data as of 5/1/00

### Allentown, Bethlehem, Easton Highway-Rail Intersections\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

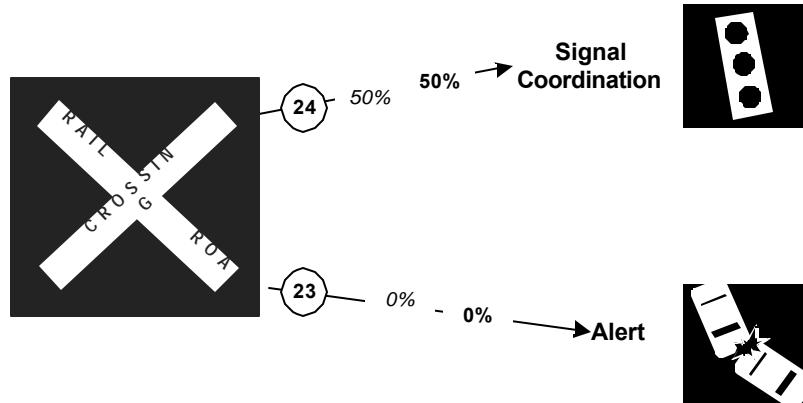
\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

<b>Description</b>	<b>1997</b>			<b>1999</b>			<b>2005</b>		
	Num	Den	%	Num	Den	%	Num	Den	%
Highway-rail intersections are under electronic surveillance	1	23	4%	1	19	5%	1	19	5%

**Highway Rail Intersection Integration Indicators**  
**Allentown, Bethlehem, Easton**  
**Highway Rail Intersections Integration\***

Inputs

Outputs



Legend
1999, 2005

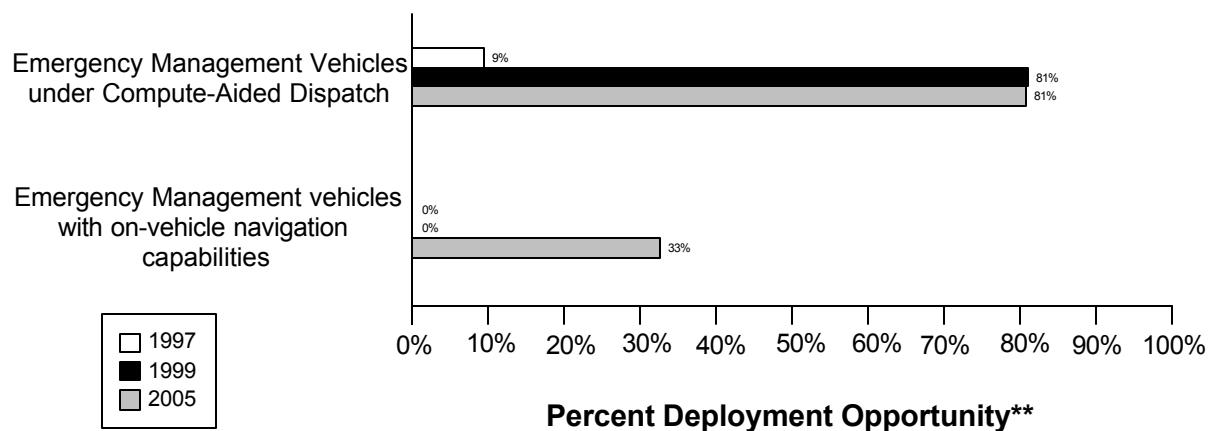
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

Link Description	1999	2005
24. Arterial Management agencies with traffic signals within 200 feet of a highway rail intersection with the capability of having their signal timing adjusted in response to a train crossing	( 1/ 2) 50%	( 1/ 2) 50%
23. Arterial Management agencies receive information on highway-rail intersection crossing blockages for the purpose of managing incident response	( 0/ 2) 0%	( 0/ 2) 0%

## Emergency Management Component Indicators

Data as of 5/1/00

### Allentown, Bethlehem, Easton Emergency Management\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

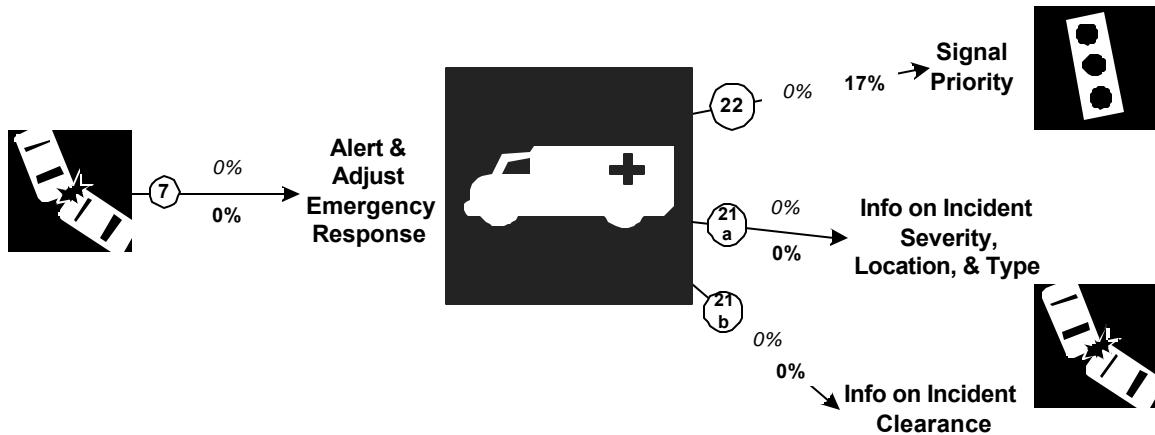
\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Public sector emergency vehicles that operate under computer-aided dispatch	11	118	9%	99	122	81%	97	120	81%
Public sector emergency vehicles that have in-vehicle route guidance capability	0	118	0%	0	122	0%	39	120	33%

**Emergency Management Integration Indicators**  
**Allentown, Bethlehem, Easton**  
**Emergency Management Integration\***

Inputs

Outputs



Legend
1999, 2005

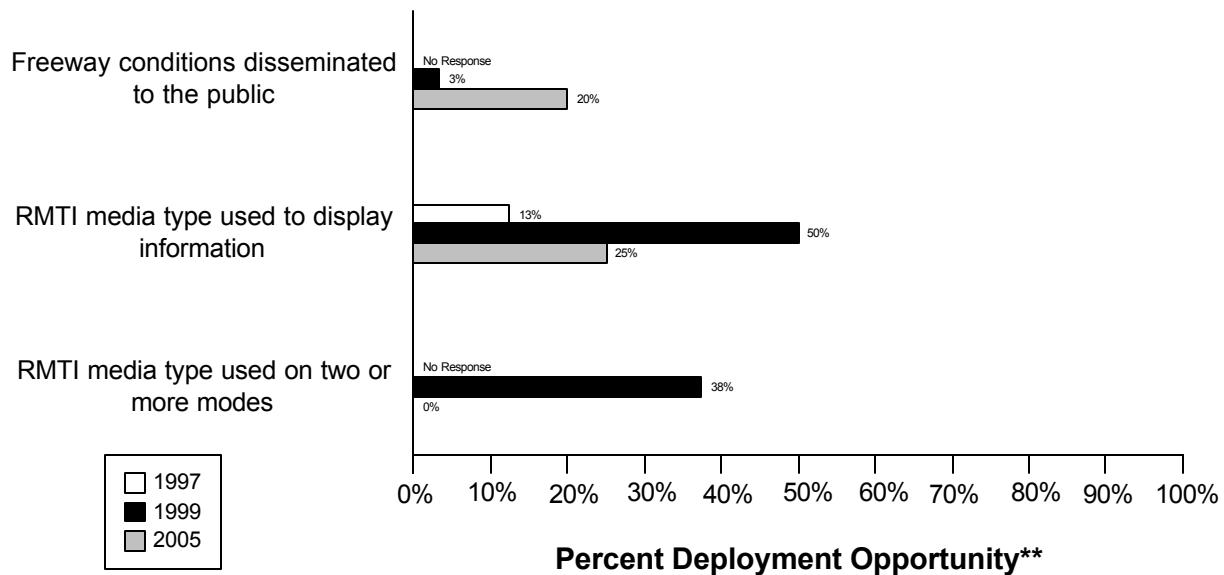
\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

Link Description	1999	2005
7. Freeway Management agencies transfer information describing incident severity, location, and type to Emergency Management agencies	( 0/ 2)	( 0/ 2)
	0%	0%
22. Emergency Management agencies have vehicles equipped with traffic signal preemption capability	( 0/ 6)	( 1/ 6)
	0%	17%
21a. Freeway Management agencies receive incident severity, location, and type data from Emergency Management agencies	( 0/ 2)	( 0/ 2)
	0%	0%
21b. Freeway Management agencies receive incident clearance activities information from Emergency Management agencies	( 0/ 2)	( 0/ 2)
	0%	0%

## Regional Multimodal Traveler Information Component Indicators

Data as of 5/1/00

### Allentown, Bethlehem, Easton Regional Multimodal Traveler Information\*



\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity.

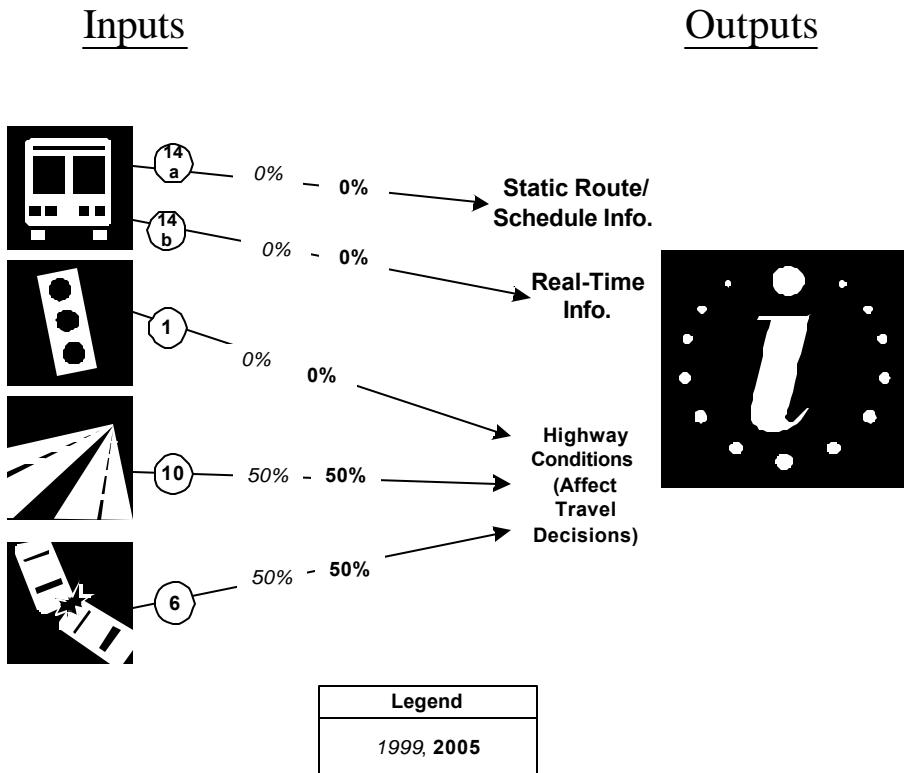
\*\* Deployment opportunity reflects potential totals that do not necessarily reflect actual need.

Description	1997			1999			2005		
	Num	Den	%	Num	Den	%	Num	Den	%
Freeway conditions disseminated to travelers		60		2	60	3%	12	60	20%
Possible RMTI media types are used to display information to travelers	1	8	13%	4	8	50%	2	8	25%
Possible RMTI media are used to display information on <i>two or more modes</i> to travelers				3	8	38%	0	8	0%

## Regional Multimodal Traveler Information Integration Indicators

Allentown, Bethlehem, Easton

### Regional Multimodal Traveler Information Integration\*

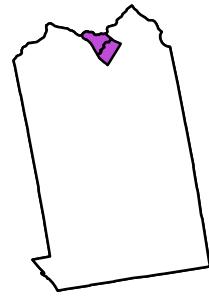
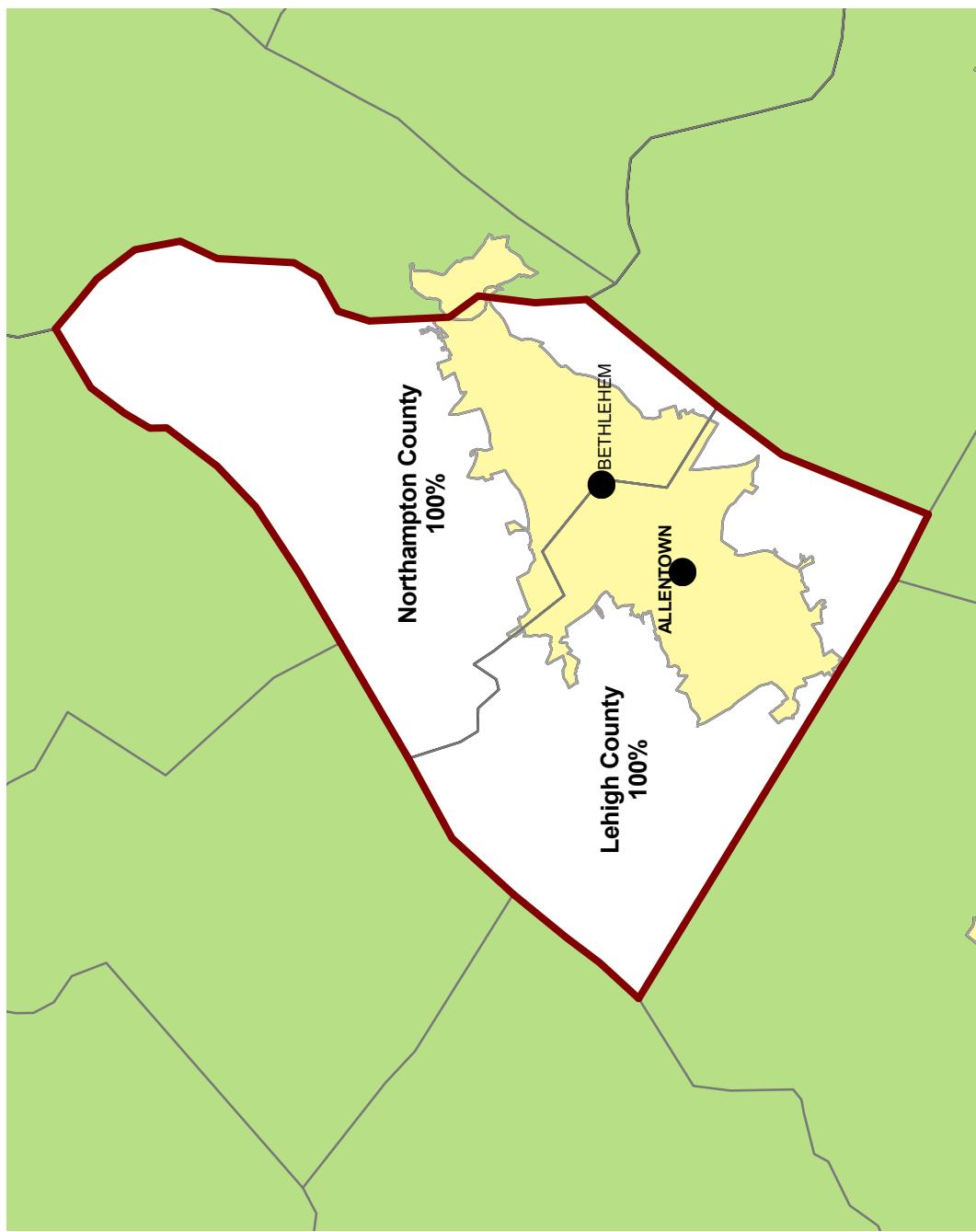


\* Indicators are single surrogates that do not necessarily reflect the full breadth of ITS deployment activity

<b>Link Description</b>	<b>1999</b>	<b>2005</b>
14a. Transit Management agencies that disseminate information describing transit routes, schedules, and fares to travelers	( 0/ 1) 0%	( 0/ 1) 0%
14b. Transit Management agencies that disseminate information describing schedule/route adherence to travelers	( 0/ 1) 0%	( 0/ 1) 0%
1. Arterial Management agencies that disseminate arterial travel times, speeds, and conditions to the public	( 0/ 2) 0%	( 0/ 2) 0%
10. Freeway Management agencies that disseminate freeway travel times, speeds, and conditions to travelers	( 1/ 2) 50%	( 1/ 2) 50%
6. Incident Management agencies that disseminate information describing incident severity, location, and type to the public	( 1/ 2) 50%	( 1/ 2) 50%

**Appendix A**  
**Survey Coverage Area**

# LEHIGH VALLEY TRANSPORTATION STUDY, PA



**Appendix B**  
**Surveyed Agencies**

## Surveyed Agencies

Agency Name	Phone	Fax	1999			1997		
			Out	In	Out	In	Out	In
<b>ALLENTOWN, BETHLEHEM, EASTON</b>								
<b>Arterial Management</b>								
Bethlehem City	(610) 865-7050	(610) 865-7331	7/30/1999	9/25/1999	08/05/1997	11/19/1997		
Allentown City	(610) 437-7735	(610) 437-8722	7/30/1999	9/20/1999	08/05/1997	12/03/1997		
<b>Emergency Management</b>								
Allentown City Fire Department	610-437-7765	610-437-8730	7/21/1999	7/26/1999	08/05/1997	12/03/1997		
Allentown City Emergency Medical Services	610-437-7531	610-437-7684	6/22/1999	7/13/1999	08/05/1997	12/03/1997		
Bethlehem City Emergency Medical Services	610-865-7141	610-865-7019	7/21/1999	8/17/1999	08/05/1997	11/19/1997		
Bethlehem City Fire Department	610-865-7141	610-865-7019	7/21/1999	8/17/1999	08/05/1997	11/19/1997		
Allentown City Police Department	610-437-7777	610-437-8745	7/21/1999	8/17/1999	08/05/1997	12/03/1997		
Bethlehem City Police Department	610-865-7187	610-865-2462	7/21/1999	7/26/1999	08/05/1997	11/19/1997		
<b>Freeway Management</b>								
Pennsylvania Department of Transportation-Pennsylvania Turnpike Commission	(717) 783-3981	(717) 772-0975	7/29/1999	8/16/1999	08/05/1997			
<b>MPO</b>								
Lehigh Valley Planning Commission	(610) 264-4544	(610) 264-2616	7/15/1999	9/30/1999				
<b>Transit Management</b>								
Lehigh and Northampton	(610) 435-4052	(610) 435-6774	8/9/1999	8/30/1999	07/03/1997	07/09/1997		

**Appendix C**  
**Freeway Management Components**

Freeway Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

	Pennsylvania Department of Transportation-Allentown		Pennsylvania Turnpike Commission		Totals	
	1999	2005	1999	2005	1999	2005
Agency Returned Survey?	Yes	Yes	Yes	Yes	2	
<b>FREEWAY MANAGEMENT SECTION</b>						
Number of freeway centerline miles that agency owns or maintains	136		26		162	
Number of freeway centerline miles that is used for planning	62		26		88	
Number of freeway entrance ramps that agency owns, operates or maintains	83		1		84	
Number of freeway entrance ramps that is used for planning	83		1		84	
<b>Type of facilities used to conduct freeway/incident management activities</b>						
Activities housed in a free-standing dedicated building?	No		Yes		1	
Activities housed in a building shared with other activities?	Yes		No		1	
Activities conducted in a dedicated control room?	No		No		0	
Control room contains operator console(s)?	No		No		0	
Control room contains electronic wall map?	No		No		0	
Control room contains CCTV display(s)?	No		No		0	
Activities conducted in a room containing workstations or PCs that manage traffic?	No		No		0	
Facilities are electronically linked to other transportation mgt facilities?	No		No		0	
<b>Staffing and hours of operation of freeway/incident management activities</b>						
Number of full-time agency staff members	NR		13		13	
Number of full time contractor staff members	NR		NR		0	
Number of part-time agency staff members	NR		NR		0	
Number of part-time contractor staff members	NR		NR		0	
Staffed 24 hours day by agency staff or by others	NR		agency			
Staffed during peak hours only by agency staff or by others	NR		NR		0	
Staffed by others during off-peak hours	No		No		0	
Agency staff perform transportation management as an ancillary duty	No		No		0	
Agency staff dedicated to transportation management duty	No		No		0	
<b>Types of operations conducted for freeway/incident management</b>						
Incident detection and management?	No		Yes		1	
This metropolitan area?	No		No		0	
Other metropolitan area?	No		No		0	
Statewide?	No		Yes		1	
Monitoring and troubleshooting status of system components?	No		Yes		1	
Manual override of ramp metering rates at freeway on-ramps?	Yes		Yes		2	
Operating transportation management roadside devices?	No		Yes		1	
Radio communications with other agencies?	No		Yes		1	
Exchange of electronic data with other agencies such as computer aided dispatch?	No		Yes		1	
<b>Real-Time Traffic Data Collection Technologies</b>						

**Freeway Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton**

	Pennsylvania Department of Transportation-Allentown	Pennsylvania Turnpike Commission		Totals		
		1999	2005	1999	2005	
Total number of miles under surveillance with real-time data collection tech.	2	7	0	5	2	
<u>Number of Stations with data collection technologies</u>						
Loop detectors	0	0	0	0	0	0
Video imaging detectors	0	0	0	0	0	0
Probe readers (elec. toll tags, transit vehicles, other technology)	0	0	0	1	0	0
Microwave radar	NR	NR	0	0	0	0
Other (e.g., acoustic detectors)	0	0	0	0	0	0
<u>Number of Miles covered with data collection technologies</u>						
Loop detectors	0	0	0	0	0	0
Video imaging detectors	0	0	0	0	0	0
Probe readers (elec. toll tags, transit vehicles, other technology)	0	0	0	25	0	0
Microwave radar	2	7	0	0	2	
Other (e.g., acoustic detectors)	0	0	0	0	0	0
<b>Variable Message Signs (VMS) on Freeways</b>						
Candidate locations for deployment of VMS where VMS has been deployed	2	NR	0	2	2	
Candidate locations for deployment of VMS	NR	13	0	2	0	
<b>Roadside Technologies used to Distribute Traveler Information</b>						
Total number of miles where information is distributed	0	40	10	10	10	10
<u>Number deployed</u>						
Highway advisory radio	0	3	1	1	1	1
In-vehicle signing	0	0	0	0	0	0
Portable variable message signs	13	NR	0	0	0	13
Other	0	0	0	0	0	0
<u>Miles covered</u>						
Highway advisory radio	0	40	10	10	10	10
In-vehicle signing	0	0	0	0	0	0
Portable variable message signs	NR	NR	0	0	0	0
Other	0	0	0	0	0	0
<b>Ramp Meters on Freeways</b>						
Number of entrance ramp meters operated under isolated control	14	NR	NR	NR	NR	14
Number of entrance ramp meters operated under central control	NR	NR	NR	NR	NR	0
Number of entrance ramp meters that provide preemption for emergency vehicles	NR	NR	NR	NR	NR	0
Number of entrance ramp meters that provide priority for transit vehicles	NR	NR	NR	NR	NR	0
Total number of metered ramps	14	NR	NR	NR	NR	14
<b>Freeway centerline miles under lane control</b>						
<b>Communication Links</b>						
<i>Freeway centerline miles covered by the following type of communication</i>						
Twisted pair cable	0	0	0	0	0	0
Coaxial cable	0	0	0	0	0	0
Fiber-optic cable	0	0	0	26	26	0
Microwave radio	0	0	26	26	26	0
Other	0	0	0	0	0	0

Freeway Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

	Pennsylvania Department of Transportation-Allentown		Pennsylvania Turnpike Commission		Totals	
	1999	2005	1999	2005	1999	2005
<b>ITS Standards Used Related to Freeway Management</b>						
ATMS Data Dictionary Sections 1 and 2 (ITE TM 1.01)	Yes		No		1	1
ATMS Data Dictionary Sections 3 and 4 (ITE TM 1.02)	Yes		No		1	1
Message Set for External TMC Communication (ITE-9604-1)	No		No		0	0
NTCIP Class B Profile (AASHTO TS 3.3)	Yes		No		1	1
NTCIP Data Collection and Monitoring Devices (AASHTO TS 3.DCM)	Yes		No		1	1
NTCIP Object Definitions for Environmental Sensor Stations (AASHTO TS 3.7)	Yes		No		1	1
NTCIP Object Definitions for Dynamic Message Signs (AASHTO TS 3.6)	Yes		Yes		2	2
NTCIP Object Definitions for Highway Advisory Radio (AASHTO TS 3.HAR)	No		Yes		1	1
NTCIP Object Definitions for Ramp Meter Control (AASHTO TS 3.RMC)	Yes		No		1	1
NTCIP Object Definitions for Transportation Sensor Systems (AASHTO TS 3.TSS)	Yes		No		1	1
NTCIP Object Definitions for Video Camera Control (AASHTO TS 3.VCC)	Yes		Yes		2	2
Would agency be willing to participate in testing of ITS Standards?	Yes		Yes		2	2
Have agreements in place with other agencies to use similar hardware and software to aid maintenance and interoperability?	No		Yes		1	1
<b>INCIDENT MANAGEMENT SECTION</b>						
<b>Use of Service Patrols to Assist in Detection and Response to Incidents</b>						
Publicly operated service patrol vehicles	Yes		Yes		2	2
Privately operated service patrol vehicles operated under public contract	No		No		0	0
Total number of freeway miles patrolled by these services	NR	NR	26	26		
<b>Miles Covered by Methods to Detect and Verify Incidents</b>						
Free cellular phone call to a dedicated phone number other than 911	NR	NR	26	26	26	26
Police patrols	NR	NR	26	26	26	26
Computer algorithms linked to traffic surveillance equipment	NR	NR	NR	50	0	50
CCTV	NR	NR	10	50	10	50
Private sector sources (e.g., Shadow Traffic, SmartRoutes)	NR	NR	100	100	100	100
Other (e.g., free cell phone call to an area radio system, etc.)	NR	NR	NR	0	0	0
<b>Procedures in place for Freeway Incident Response?</b>						
Working agreement(s)/arrangement(s) with other agencies	No		Yes		1	1
Inter-agency incident management admin. team that meets regularly	No		Yes		1	1
Major incident response team that responds to major incidents	No		No		0	0
Set of goals/objectives for incident mgmt that has been adopted by agencies in region	No		Yes		1	1
<b>Central focal point for facilitating the two-way flow of information among agencies responding to an incident?</b>						
The central focal point is a Freeway or Traffic Management Center	No		Yes		1	1
The central focal point is a Police, Fire or joint dispatch center	No		No		0	0
The central focal point is another center	No		No		0	0
<b>Methods of Communication Used On-Site at an Incident</b>						
Police						

Freeway Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

	Pennsylvania Department of Transportation-Allentown		Pennsylvania Turnpike Commission		Totals	
	1999	2005	1999	2005	1999	2005
Two-way radio	No	Yes	Yes	Yes	1	1
800 MHz trunked radio	No	No	No	No	0	0
Cellular telephone	No	Yes	Yes	Yes	1	1
Hand-held (i.e., walkie-talkie)	No	Yes	Yes	Yes	1	1
Automated data systems (i.e., CAD)	No	Yes	Yes	Yes	1	1
<u>Fire</u>						
Two-way radio	No	Yes	Yes	Yes	1	1
800 MHz trunked radio	No	No	No	No	0	0
Cellular telephone	No	Yes	Yes	Yes	1	1
Hand-held (i.e., walkie-talkie)	No	Yes	Yes	Yes	1	1
Automated data systems (i.e., CAD)	No	Yes	Yes	Yes	1	1
<u>DOT</u>						
Two-way radio	No	Yes	Yes	Yes	1	1
800 MHz trunked radio	No	No	No	No	0	0
Cellular telephone	No	Yes	Yes	Yes	1	1
Hand-held (i.e., walkie-talkie)	No	Yes	Yes	Yes	1	1
Automated data systems (i.e., CAD)	No	Yes	Yes	Yes	1	1
<u>Towing</u>						
Two-way radio	No	Yes	Yes	Yes	1	1
800 MHz trunked radio	No	No	No	No	0	0
Cellular telephone	No	Yes	Yes	Yes	1	1
Hand-held (i.e., walkie-talkie)	No	Yes	Yes	Yes	1	1
Automated data systems (i.e., CAD)	No	Yes	Yes	Yes	1	1
<b>Which police agencies typically respond to incidents on freeways?</b>						
State Police	Yes	Yes	Yes	Yes	2	2
County Police or Sheriff	No	No	No	No	0	0
City Police	No	No	No	No	0	0
<b>Who provides on-site emergency medical response?</b>						
Fire	No	Yes	Yes	Yes	1	1
Emergency Management Service Agency	Yes	Yes	Yes	Yes	2	2
Private hospital	No	Yes	Yes	Yes	1	1
<b>Has a multi-agency contact list been developed in area containing the names, phone numbers, etc. for the appropriate response personnel?</b>						
Is the Incident Command System used to manage incident scenes?	Yes	DK	Yes	Yes	2	2
<b>Is "in charge" at the incident scene?</b>						
Specified by state law?	No	No	No	No	0	0
Formal agreement?	No	No	No	No	0	0

Freeway Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

	Pennsylvania Department of Transportation-Allentown		Pennsylvania Turnpike Commission		Totals	
	1999	2005	1999	2005	1999	2005
Not specified or don't know?	Yes	Yes	Yes	Yes	2	2
<b>On-scene command post used to manage activities of responding agencies?</b>	DK	NR	Yes	Yes	1	1
Are there communication linkages to a communications traffic/freeway mgt center?	NR	Yes	Yes	Yes	1	1
<b>Plan developed and adopted by responding agencies for staging and parking response vehicles and equip. at incident site that minimizes lane blockage and facilitates the re-opening of lanes?</b>	DK	Yes	Yes	Yes	1	1
<b>Respondents protected through law or court opinion for liability claims for damages to vehicles or cargoes during clearance activities?</b>	DK	Yes	Yes	Yes	1	1
<b>Are overturned tank trucks, which are intact and not leaking, uprighted without first off-loading?</b>	NR	NR	NR	NR	0	0
Does your state or local jurisdiction have a law that requires drivers involved in property-damage-only accidents to move the vehicles from travel lanes to a safe location to exchange info and wait for police?	NR	NR	NR	NR	0	0
Have laws or policies regarding the removal of stalled/abandoned vehicles from freeway shoulders?	NR	NR	Yes	Yes	1	1
Hours abandoned vehicles are allowed to remain on a freeway shoulder?	NR	>36				
Have policies or procedures for quick removal of vehicles?	NR	Yes	Yes	Yes	1	1
<b>Is Total Station equipment used to investigate major incidents?</b>	NR	Yes	Yes	Yes	1	1
<b>Handling of Towing Responses to Incidents</b>	No	Yes	Yes	Yes	1	1
Formal contract based on qualifications?	No	No	No	No	0	0
Rotation with companies under contract?	NR	NR	NR	NR	0	0
Separate lists kept for light and heavy response and for specialty recovery?	No	No	No	No	0	0
Rotation list with minimal qualifications?						
<b>In towing qualifications, do you require towiers to be certified under the Towing and Recovery Ass. of America's National Drivers Cert. Program?</b>	DK	DK	DK	DK	0	0
DK: Don't know						
NR: No Response						
Leg: Legislation or action being planned						

**Appendix D**  
**Freeway Management Integration**

Freeway Management Integration  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

Agency Name	Pennsylvania Department of Transportation-Allentown 1999	Pennsylvania Turnpike Commission 2005	Pennsylvania Turnpike Commission 1999	Pennsylvania Turnpike Commission 2005
Agency Returned Survey?	Yes			
<b>Freeway Management Section</b>				
<b>Agencies your agency provides freeway travel times, speeds, and conditions information, share infrastructure or coordinates operation</b>				
<b>Freeway Management Agencies</b>				
Provide Information				
Share Infrastructure	None listed	None listed	Pennsylvania Turnpike Commission	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow
Coordinate Operation	None listed	None listed	Pennsylvania Turnpike Commission	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow
<b>Incident Management Agencies</b>				
Provide Information				
Share Infrastructure	None listed	None listed	Pennsylvania Turnpike Commission	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow
	None listed	None listed	Pennsylvania Turnpike Commission	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow

Freeway Management Integration  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

Agency Name	Coordinate Operation	Pennsylvania Department of Transportation-Allentown <b>1999</b>	Pennsylvania Department of Transportation-Allentown <b>2005</b>	Pennsylvania Turnpike Commission <b>1999</b>	Pennsylvania Turnpike Commission <b>2005</b>
<b>Arterial Management Agencies</b>					
Provide Information		None listed	None listed	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow	
Share Infrastructure		None listed	None listed	None listed	None listed
Coordinate Operation		None listed	None listed	None listed	None listed
<b>Public Transit Operators</b>					
Provide Information		None listed	None listed	None listed	None listed
Share Infrastructure		None listed	None listed	None listed	None listed
Coordinate Operation		None listed	None listed	None listed	None listed
<b>Receiving real-time information via electronic means from others</b>					
<b>Incident Management agencies from which your agency receives incident severity, location, and type information</b>					
<b>Arterial Management agencies from which your agency receives arterial travel times, speeds, and conditions</b>					
<b>Public Transit operators from which your agency receives freeway travel times derived from vehicle probes</b>					
<b>Toll Collection agencies from which your agency receives freeway travel times derived from vehicles probes</b>					
<b>Freeway Incident Management Section</b>					
<b>Agencies your agency provides incident severity, location, and type info. and/or shares infrastructure and/or coordinates operation</b>					
<b>Arterial Management Agencies</b>					
Provide Information		None listed	None listed	None listed	None listed
Share Infrastructure		None listed	None listed	None listed	None listed
Coordinate Operation		None listed	None listed	None listed	None listed
<b>Emergency Management Agencies</b>					
Provide Information		None listed	None listed	None listed	None listed
Share Infrastructure		None listed	None listed	None listed	None listed
Coordinate Operation		None listed	None listed	None listed	None listed

Freeway Management Integration  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

Agency Name	1999	2005	1999	2005
<b>Freeway Management Agencies</b>				
Provide Information			Pennsylvania Department of Transportation-Allentown	Pennsylvania Turnpike Commission
Share Infrastructure	None listed	None listed	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow
Coordinate Operation	None listed	None listed	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow
<b>Public Transit Operators</b>				
Provide Information	None listed	None listed	None listed	None listed
Share Infrastructure	None listed	None listed	None listed	None listed
Coordinate Operation	None listed	None listed	None listed	None listed
<b>Receiving real-time information via electronic means from others</b>				
<i>Emergency/Management agencies from which your agency receives</i>				
<i>incident clearance and/or incident severity and type</i>				
Receive Arterial Incident Clearance Information	None listed	None listed	None listed	None listed
Receive Arterial Incident Severity Information	None listed	None listed	None listed	None listed
<b>Arterial Management agencies from which your agency receives</b>				
<i>arterial travel times, speeds, and conditions</i>	None listed	None listed	None listed	None listed
<b>Freeway Management agencies from which your agency receives</b>				
<i>freeway travel times, speeds, and conditions</i>	None listed	None listed	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow	Pennsylvania Turnpike Commission, Pennsylvania Department of Transportation-Allentow

\*short survey: Agency responded using a short survey. The survey did not include names of individual agencies, but only identified whether integration exists.

**Appendix E**  
**Freeway Management Information Collection and Dissemination**

Data Collection and Dissemination: Freeway Management Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

Agency Name	Pennsylvania Department of Transportation Allentown <b>1999</b>	Pennsylvania Turnpike Commission <b>2005</b>
Agency Returned Survey?	Yes	Yes
Freeway Management Section		
Data collected, archived, and/or transferred to another agency		
Collected by your agency		Traffic volumes, Traffic speeds, Lane occupancy, Vehicle classification, Probe vehicles, Road conditions, Weather conditions, Incidents, Current work zones, Scheduled work zones
Archived by your agency		Traffic volumes, Vehicle classification, Incidents, Current work zones, Scheduled work zones
	NR	Traffic volumes, Lane occupancy, Vehicle classification, Probe vehicles, Road conditions, Weather conditions, Incidents, Current work zones, Scheduled work zones
Transferred to another agency by your agency	NR	Traffic volumes
Importance of making information available to the public		
Ranked High		Traffic volumes, Traffic speeds, Road conditions, Incidents, Current work zones, Scheduled work zones
Ranked Medium		Lane occupancy, Route designations (snow emergency, etc.), Weather conditions, Emergency/evacuation routes and procedures
Ranked Low	Traffic volumes, Road conditions	Vehicle classification, Probe vehicles, Ramp queues, Ramp meter preemption's, Metering rate, Intermodal (air, rail, water) connections, Highway operations coordination information
	Ramp meter preemption's, Ramp queues	Ramp meter preemption's, Ramp queues

Data Collection and Dissemination: Freeway Management  
 Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

<b>Agency Name</b>	Pennsylvania Department of Transportation Allentown	Pennsylvania Turnpike Commission
<b>Groups that make requests for the data</b>	<b>1999</b>	<b>2005</b>
<b>What is the data used for?</b>	State DOT personnel, Media (e.g., TV stations, radio stations), Advanced Traveler Information Systems (ATIS) providers	
<b>Methods used to disseminate freeway information to the public</b>	Traffic analysis, Construction impact determination, Planning, Dissemination to the public	Dissemination to the public
Technologies your agency uses to disseminate:		
Technologies your agency (through another agency or org.) uses to disseminate:	Internet Web sites, H.A.R.	NR
<b>Internet web site reporting freeway conditions</b>	NR	NR
NR	NR	NR
<b>Telephone system for reporting freeway information to the public</b>	NR	NR
Organizations your agency sends information for dissemination to the public	NR	NR
<b>Freeway Incident Management Section</b>		
<b>Methods used to distribute incident location and severity information to the public</b>		
Technologies your agency uses to disseminate:		
		Pagers or personal data assistants, E-mail or other direct PC communication, Facsimile
Technologies your agency (through another agency or org.) uses to disseminate:	NR	
	NR	E-mail or other direct PC communication, Facsimile
<b>Internet web site reporting incident information</b>	NR	NR
<b>Telephone system for reporting incident information to the public</b>	NR	NR
Organizations your agency sends information for dissemination to the public	NR	I-95, PEMA, Penn DOT

**Appendix F**  
**Arterial Management Components**

Arterial Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

	Allentown City		Bethlehem City		Totals	
	1999	2005	1999	2005	1999	2005
Agency Returned Survey?	Yes	Yes	NR	NR	2	
<b>ARTERIAL MANAGEMENT SECTION</b>						
Number of arterial miles that agency owns or maintains	NR	NR	188	188		
Number of arterial miles that is used for planning	NR	NR	0	0		
Number of highway-rail intersections that agency maintains	NR	NR	19	19		
Number of highway-rail intersections that is used for planning	NR	NR	0	0		
<b>Type of facilities used to conduct arterial management activities</b>						
Activities housed in a free-standing dedicated building?	No	No	No	No	0	
Activities housed in a building shared with other activities?	No	No	No	No	0	
Activities conducted in a dedicated control room?	No	No	No	No	0	
Control room contains operator console(s)?	No	No	No	No	0	
Control room contains electronic wall map?	No	No	No	No	0	
Control room contains CCTV display(s)?	No	No	No	No	0	
Activities conducted in a room containing workstations or PCs that manage traffic?	No	No	No	No	0	
Facilities are electronically linked to other transportation mgt facilities?	No	No	No	No	0	
<b>Staffing and hours of operation of arterial management activities</b>						
Number of full-time agency staff members	NR	NR	0	0		
Number of full time contractor staff members	NR	NR	0	0		
Number of part-time agency staff members	NR	NR	0	0		
Number of part-time contractor staff members	NR	NR	0	0		
Staffed 24 hours day by agency staff or by others	NR	NR	0	0		
Staffed during peak hours only by agency staff or by others	NR	NR	0	0		
Staffed by others during off-peak hours	No	No	0	0		
Agency staff perform transportation management as an ancillary duty	No	No	0	0		
Agency staff dedicated to transportation management duty	No	No	0	0		
<b>Types of operations conducted for arterial management</b>						
Incident detection and management?	No	No	0	0		
This metropolitan area?	No	No	0	0		
Other metropolitan area?	No	No	0	0		
Monitoring and troubleshooting status of system components?	No	No	0	0		
Radio communications with other agencies?	No	No	0	0		
Exchange of electronic data with other agencies such as computer aided dispatch?	No	No	0	0		
Manual override of traffic signal timing plans	No	No	0	0		
Operating transportation mgt roadside devices (e.g., VMS, CCTV, etc.)	No	No	0	0		
<b>Describe agency's role in traffic signal control</b>	All roads in incorporated area	All roads in incorporated area				
<b>Traffic Signals Operated by Agency</b>						

Arterial Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

	Allentown City		Bethlehem City		Totals	
	1999	2005	1999	2005	1999	2005
Number of signalized intersections operated and owned by agency	185	190	101	110	286	300
Number of signalized intersections operated by agency but owned by another	0	0	NR	NR	0	0
Total number of signalized intersections operated by agency	185	190	101	110	286	300
<i>Characteristics of signalized intersections that agency operates</i>						
Under closed loop or central system control	0	0	53	53	53	53
Under real-time traffic adaptive control using advanced software	0	0	0	0	0	0
Using SCOOT	No	No	No	No	0	0
Using SCATS	No	No	No	No	0	0
Name of software	NR	NR	NR	NR		
Allow signal preemption for emergency vehicles	7	9	2	3	9	12
Allow signal priority for transit vehicles	0	0	1	1	1	1
Within 200 feet of a highway-rail intersection	2	2	1	1	3	3
Within 200 feet of a highway-rail intersection that adjust signal timing	2	2	NR	NR	2	2
<b>Software used to control the signals agency operates</b>						
Date of last upgrade to traffic signal control system software?	N/A		no system			
How often do you update signal timing?		as needed basis	Penn DOT Manages			
Software used and number of signalized intersections under control (1999, 2005)	NR	NR	NR	NR		
<b>Controllers used to control signals</b>						
NEMA	138	143	89	105	227	248
170/179	0	0	0	0	0	0
2070 controller	0	0	0	0	0	0
Other	47	47	14	0	61	47
<b>Technologies Associated with Highway-Rail Intersections</b>						
Total number of highway rail intersections under electronic surveillance	NR	NR	1	1	1	1
<i>Highway-Rail intersection capabilities</i>						
Video surveillance	0	0	0	0	0	0
Electronic surveillance other than video	0	0	0	0	0	0
Ability to predict train arrival electronically	0	0	1	NR	1	0
Equipped with electronic traffic violator devices	0	0	0	0	0	0
Other	0	0	0	0	0	0
<b>Real-Time Electronic Traffic Data Collection Technologies</b>						
Total number of signalized intersections covered by electronic surveillance	NR	NR	46	48	46	48
<i>Number of signalized intersections with data collection technologies</i>						
Loop detectors	0	0	46	48	46	48
Video detection cameras	0	0	0	0	0	0
Probe readers reading toll tags	0	0	0	0	0	0
Probe readers reading license plates	0	0	0	0	0	0
Other	0	0	0	0	0	0
<b>Roadside Technologies used to Distribute Traveler Information</b>						
<i>Number deployed</i>	NR	NR	NR	NR	0	0
Highway Advisory Radio	NR	NR	NR	NR	0	0
In-Vehicle Signing (IVS)	NR	NR	NR	NR	0	0

Arterial Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

	Allentown City		Bethlehem City		Totals	
	1999	2005	1999	2005	1999	2005
VMS controlling parking access	NR	NR	NR	NR	0	0
<i>Miles covered</i>						
Highway Advisory Radio	NR	NR	NR	NR	0	0
In-Vehicle Signing (IVS)	NR	NR	NR	NR	0	0
<b>Variable Message Signs (VMS) on Arterials</b>						
Candidate locations for deployment of VMS where VMS has been deployed	NR	NR	NR	NR	0	0
Candidate locations for deployment of VMS	NR	NR	NR	NR	0	0
<b>Communication Technologies</b>						
<i>Signalized intersections communicated with by each type of communication</i>						
Twisted pair cable	0	0	0	0	0	0
Coaxial cable	0	0	0	0	0	0
Fiber-optic cable	0	0	0	0	0	0
Other (e.g., wireless, dial-up modems, leased lines, etc.)	0	0	0	0	0	0
<b>Does agency convey information on highway-rail intersection crossing status to travelers via roadside media such as VMS or HAR?</b>	No	No	No	No	0	0
<b>ITS Standards Used Related to Traffic Signal Control</b>						
Advanced Transportation Controller (ATC) Software Application Interface (ITE 9603-1)	No	No	No	No	0	0
ATC Physical Cabinet Functional Design (ITE-9603-2)	No	No	No	No	0	0
ATC Functionality and Interface Definitions (ITE-9603-3)	No	No	No	No	0	0
Natl. Trans. Communications for ITS Protocol (NTCIP) Class B Profile (AASHTO TS 3.3)	No	No	No	No	0	0
NTCIP Data Collection and Monitoring Devices (AASHTO TS 3.DCM)	No	No	No	No	0	0
NTCIP Object Definitions for Video Camera Control (AASHTO TS 3.VCC)	No	No	No	No	0	0
NTCIP Object Definitions for Actuated Traffic Signal Controller Units (AASHTO TS 3.5)	No	No	No	No	0	0
Would agency be willing to participate in testing of ITS Standards?	No	No	No	No	0	0
<b>Have agreements in place with other agencies to use similar hardware and software to aid maintenance and interoperability?</b>	No	No	No	No	0	0
<b>INCIDENT MANAGEMENT ON ARTERIAL STREETS</b>						
Receive information on highway-rail intersection crossing blockages for the purpose of managing incident response?	No	No	No	No	0	0
<b>Use of Service Patrols to Assist in Detection and Response to Incidents</b>						
Publicly operated service patrol vehicles	No	Yes	No	No	1	1
Privately operated service patrol vehicles operated under public contract	No	No	No	No	0	0
Total number of arterial miles patrolled by these services	NR	NR	NR	188	NR	188
<b>Miles Covered by Methods to Detect and Verify Incidents</b>						
Free cellular phone call to a dedicated phone number other than 911	0	0	0	0	0	0
Free cellular phone call to an area radio station	0	0	0	0	0	0
Police patrols	0	0	188	NR	188	0
Computer algorithms linked to traffic surveillance equipment	0	0	0	0	0	0
CCTV	0	0	0	0	0	0
Private sector sources (e.g., Shadow Traffic, Smart Routes)	0	0	0	0	0	0
Other	0	0	0	0	0	0
<b>Procedures in place for Arterial Incident Response?</b>						

Arterial Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

	Allentown City	Bethlehem City	Totals					
			1999	2005	1999	2005	1999	2005
Working agreement(s)/arrangement with other agencies	No	No	0	0	0	0	0	0
Inter-agency incident management admin. team that meets regularly	No	Yes	1	1	1	1	1	1
Major incident response team that responds to major incidents	No	Yes	1	1	1	1	1	1
Set of goals/objectives for incident mgmt that has been adopted by agencies in region	No	No	0	0	0	0	0	0
<b>Methods of Communication Used On-Site at an Incident</b>								
<u>Police</u>								
Two-way radio	No	No	0	0	0	0	0	0
800 MHz trunked radio	No	Yes	1	1	1	1	1	1
Cellular telephone	No	No	0	0	0	0	0	0
Hand-held (i.e., walkie-talkie)	No	No	0	0	0	0	0	0
Automated data systems (i.e., CAD)	No	No	0	0	0	0	0	0
Other	No	No	0	0	0	0	0	0
<u>Fire</u>								
Two-way radio	No	No	0	0	0	0	0	0
800 MHz trunked radio	No	Yes	1	1	1	1	1	1
Cellular telephone	No	No	0	0	0	0	0	0
Hand-held (i.e., walkie-talkie)	No	No	0	0	0	0	0	0
Automated data systems (i.e., CAD)	No	No	0	0	0	0	0	0
Other	No	No	0	0	0	0	0	0
<u>DOT</u>								
Two-way radio	No	No	0	0	0	0	0	0
800 MHz trunked radio	No	No	0	0	0	0	0	0
Cellular telephone	No	No	0	0	0	0	0	0
Hand-held (i.e., walkie-talkie)	No	No	0	0	0	0	0	0
Automated data systems (i.e., CAD)	No	No	0	0	0	0	0	0
Other	No	No	0	0	0	0	0	0
<u>Towing</u>								
Two-way radio	No	No	0	0	0	0	0	0
800 MHz trunked radio	No	No	0	0	0	0	0	0
Cellular telephone	No	No	0	0	0	0	0	0
Hand-held (i.e., walkie-talkie)	No	No	0	0	0	0	0	0
Automated data systems (i.e., CAD)	No	No	0	0	0	0	0	0
Other	No	No	0	0	0	0	0	0
<b>Which police agencies typically respond to incidents on arterials?</b>								
State Police	No	Yes	1	1	1	1	1	1
County Police or Sheriff	No	No	0	0	0	0	0	0
City Police	No	Yes	1	1	1	1	1	1
<b>Who provides on-site emergency medical response?</b>								

Arterial Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

		Allentown City		Bethlehem City		Totals	
		1999	2005	1999	2005	1999	2005
Fire	No	No		Yes		0	
Emergency Management Service Agency	No			No		1	
Private hospital	No			No		0	
<b>Has a multi-agency contact list been developed in area containing the names, phone numbers, etc. for the appropriate response personnel?</b>	NR			Yes		1	
<b>Is the Incident Command System used to manage incident scenes?</b>	NR			Yes		1	
<b>Is there a legal specification by state law or formal agreement as to who is "in charge" at the incident scene?</b>	NR			Yes		1	
Specified by state law?	No			No		0	
Formal agreement?	No			No		0	
Not specified or don't know?	No			Yes		1	
<b>On-scene command post used to manage activities of responding agencies?</b>	NR			Yes		1	
Are there communication linkages to a communications traffic/freeway mgt center?	NR			No		0	
<b>Plan developed and adopted by responding agencies for staging and parking response vehicles and equip. at incident site that minimizes lane blockage and facilitates the re-opening of lanes?</b>	NR			Yes		1	
<b>Respondents protected through law or court opinion for liability claims for damages to vehicles or cargoes during clearance activities?</b>	NR			DK		0	
<b>Are overturned tank trucks, which are intact and not leaking, uprighted without first off-loading?</b>	NR			No		0	
<b>Does your state or local jurisdiction have a law that requires drivers involved in property-damage-only accidents to move the vehicles from travel lanes to a safe location to exchange info and wait for police?</b>	NR			No		0	
<b>Have laws or policies regarding the removal of stalled abandoned vehicles from freeway shoulders?</b>	NR			Yes		1	
<b>Hours abandoned vehicles are allowed to remain on a freeway shoulder?</b>	NR			25-36		0	
<b>Have policies or procedures for quick removal of vehicles?</b>	NR			Yes		1	
<b>Is Total Station equipment used to investigate major incidents?</b>	NR			No		0	
<b>Handling of Towing Responses to Incidents</b>	No			Yes		1	
Formal contract based on qualifications?	No			Yes		1	
Rotation with companies under contract?	NR			Yes		1	
Separate lists kept for light and heavy response and for specialty recovery?	No			No		0	
Rotation list with minimal qualifications?	No			No		0	
<b>In towing qualifications, do you require towiers to be certified under the Towing and Recovery Ass. of America's National Drivers Cert. Program?</b>	NR			DK		0	
DK: Don't know							
NR: No Response							
Leg: Legislation or action being planned							

**Appendix G**  
**Arterial Management Integration**

Arterial Management Integration  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

		Allentown City	1999	2005	1999	Bethlehem City	2005
Agency Name							
Agency Returned Survey?	Yes				Yes		
<b>Arterial Management Section</b>							
<b>Arterial Mgt. agencies in metropolitan area with which you share info:</b>							
Share Timing Plans Information							
Coordinate Changes to Timing Plans	None listed	None listed	None listed	None listed	Hanover Township, Bethlehem City, Bethlehem Township	None listed	
Turn over Control of Signals	None listed	None listed	None listed	None listed	None listed	None listed	
<b>Agencies your agency provides arterial travel times, speeds, and conditions information, share infrastructure or coordinates operation</b>							
<b>Freeway Management Agencies</b>							
Provide Information	None listed	None listed	None listed	None listed	None listed	None listed	
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed	
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed	
<b>Incident Management Agencies</b>							
Provide Information	None listed	None listed	None listed	None listed	None listed	None listed	
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed	
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed	
<b>Public Transit Operators Agencies</b>							
Provide Information	None listed	None listed	None listed	None listed	None listed	None listed	
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed	
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed	
<b>Arterial Management Agencies</b>							
Provide Information	None listed	None listed	None listed	None listed	None listed	None listed	
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	None listed	
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	None listed	
<b>Receiving real-time information via electronic means from others</b>							
<b>Freeway Management agencies from which your agency receives freeway travel times, speeds, and conditions</b>							
Receive information on Incident Clearance	None listed	None listed	None listed	None listed	None listed	None listed	
Receive information on Incident Severity, Location, and Type	None listed	None listed	None listed	None listed	None listed	None listed	
<b>Public Transit operators from which your agency receives arterial travel times derived from vehicle probes</b>							
<b>Incident Management agencies from which your agency receives incident clearance and/or incident severity, location, and type information</b>							
Receive information on Incident Clearance	None listed	None listed	None listed	None listed	None listed	None listed	
Receive information on Incident Severity, Location, and Type	None listed	None listed	None listed	None listed	None listed	None listed	
<b>Toll Collection agencies from which your agency receives arterial travel times derived from vehicles probes</b>							
Arterial Incident Management Section	None listed	None listed	None listed	None listed	None listed	None listed	
<b>Agencies your agency provides incident severity, location, and type info, and/or shares infrastructure and/or coordinates operation</b>							

Arterial Management Integration  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

Agency Name	Allentown City	1999	2005	1999	Bethlehem City	2005
<b><i>Emergency Management Agencies</i></b>						
Provide Information						
Share Infrastructure	None listed	None listed	None listed	Bethlehem City Emergency Medical Services	None listed	
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	
<b><i>Freeway Management Agencies</i></b>						
Provide Information	None listed	None listed	None listed	None listed	None listed	
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	
<b><i>Public Transit Operators</i></b>						
Provide Information	None listed	None listed	None listed	None listed	None listed	
Share Infrastructure	None listed	None listed	None listed	None listed	None listed	
Coordinate Operation	None listed	None listed	None listed	None listed	None listed	
<u>Receiving real-time information via electronic means from others</u>						
<b><i>Emergency Management agencies from which your agency receives arterial incident clearance and/or arterial incident severity</i></b>						
Receive Arterial Incident Clearance Information	None listed	None listed	None listed	None listed	None listed	
Receive Arterial Incident Severity Information	None listed	None listed	None listed	None listed	None listed	
<b><i>Arterial Management agencies from which your agency receives arterial travel times, speeds, and conditions</i></b>						
None listed	None listed	None listed	None listed	None listed	None listed	
<b><i>Freeway Management agencies from which your agency receives freeway travel times, speeds, and conditions</i></b>						
None listed	None listed	None listed	None listed	None listed	None listed	

\*short survey: Agency responded using a short survey. The survey did not include names of individual agencies, but only identified whether integration exists.

**Appendix H**  
**Arterial Management Information Collection and Dissemination**

Data Collection and Dissemination: Arterial Management Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

Agency Name	Allentown City		Bethlehem City	
	1999	2005	1999	2005
Agency Returned Survey?	Yes		Yes	
<b>Arterial Management Section</b>				
<b>Data collected, archived, and/or transferred to another agency</b>				
Collected by your agency	Traffic volumes, Turning movements, Phasing/cycle lengths	Traffic volumes, Turning movements, Phasing/cycle lengths	Traffic volumes, Traffic speeds, Vehicle classification	NR
Archived by your agency	Traffic volumes, Turning movements, Phasing/cycle lengths	Traffic volumes, Turning movements, Phasing/cycle lengths	NR	NR
Transferred to another agency by your agency	NR	NR	NR	NR
<b>Importance of making information available to the public</b>				
Ranked High	Phasing/cycle lengths	NR	Traffic speeds	
Ranked Medium	Traffic volumes, Turning movements	NR	Traffic volumes, Vehicle classification	
Ranked Low	NR			
<b>Groups that make requests for the data</b>				
<b>What is the data used for?</b>				
<b>Methods used to disseminate arterial information to the public</b>				
Technologies your agency uses to disseminate:	NR	NR	NR	NR
Technologies your agency (through another agency or org.) uses to disseminate:	NR	NR	NR	NR
<b>Internet web site reporting arterial conditions</b>				
Telephone system for reporting arterial information to the public	NR		NR	
Organization/s your agency sends information for dissemination to the public	NR		NR	
<b>Arterial Incident Management Section</b>				
<b>Methods used to distribute incident location and severity information to the public</b>				
Technologies your agency uses to disseminate:				
			Telephone system, Internet Web sites, Pagers or personal data assistants, E-mail or other direct PC communication, Facsimile	NR
Technologies your agency (through another agency or org.) uses to disseminate:	NR	NR	NR	NR
<b>Internet web site reporting incident information</b>				
Telephone system for reporting incident information to the public	NR		NR	
Organization/s your agency sends information for dissemination to the public	NR		NR	

**Appendix I**  
**Transit Management Components**

Transit Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

		Lehigh and Northampton	2005
Agency Returned Survey?		1999	2005
<b>Number of vehicles used in revenue service</b>	Yes		
Fixed Route Bus	75	80	
Heavy or Rapid Rail	0	0	
Light Rail	0	0	
Demand Responsive	98	110	
Commuter Rail	0	0	
Ferry Boat	0	0	
<b>Have of plan to have an Automated Vehicle Location System?</b>	Yes		
<b>Primary and Secondary Location Technologies Used</b>			
<i>Primary Technologies</i>			
GPS	No	No	
Sign/Odometer	No	No	
Dead-Reckoning	No	No	
LORAN C	No	No	
Other	No	No	
<i>Backup Technologies</i>			
GPS	No	No	
Sign/Odometer	No	No	
Dead-Reckoning	No	No	
LORAN C	No	No	
Other	No	No	
<b>Number of Vehicles Equipped with AVL</b>			
Fixed Route Bus	NR	75	
Heavy or Rapid Rail	NR	NR	
Light Rail	NR	NR	
Demand Responsive	NR	110	
Commuter Rail	NR	NR	
Ferry Boat	NR	NR	
<b>Motor Buses Operated as Vehicle Probes</b>			
Number of Motor Buses equipped as probes on freeways?	NR		
Number of Motor Buses equipped as probes on arterials?	NR		
<b>Have Organized Regional Incident Management Program?</b>	No		
<b>Have Automated Traveler Info. System Applies:</b>	No		

Transit Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

		Lehigh and Northampton	2005
	1999		
Fixed Route	No		
Heavy Rail	No		
Light Rail	No		
Demand Responsive	No		
Commuter Rail	No		
Ferry	No		
<b>Locations where traveler information is displayed to public</b>			
Number of bus stops on fixed transit routes	NR		
Bus stops on fixed transit routes that display traveler info to the public	NR		
Number of rail stations	NR		
Number of rail stations that display traveler information	NR		
Number of other locations that display traveler information to public	NR		
<b>Number of vehicles the traveler information system has available</b>			
Fixed Route Bus	NR		
Heavy or Rapid Rail	NR		
Light Rail	NR		
Demand Responsive	NR		
Commuter Rail	NR		
Ferry Boat	NR		
<b>Deployment of Communications Technology</b>			
<i>Attributes of Radio System:</i>			
Digital?	No		
Analog?	Yes		
Trunked?	No		
Regular?	Yes		
<b>Services that use a Digital or Trunked Radio System</b>			
<i>Digital Only</i>			
Fixed Route Bus	No		
Heavy or Rapid Rail	No		
Light Rail	No		
Demand Responsive	No		
Commuter Rail	No		
Ferry Boat	No		
<i>Trunked Only</i>			
Fixed Route Bus	No		
Heavy or Rapid Rail	No		
Light Rail	No		
Demand Responsive	No		
Commuter Rail	No		

Transit Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

		Lehigh and Northampton	2005
	1999	No	No
Ferry Boat	No	No	No
<b>Have of plan to have Automatic Passenger Counters (APCs)?</b>	No		
<b>Methods used to count passengers</b>	No		
Treadle Mats	No		
Infrared Beams	No		
<b>Primary and Secondary Location Technologies Used</b>			
<i>Primary Technologies</i>			
GPS	No	No	No
Differential GPS	No	No	No
Signpost/Odometer	No	No	No
Dead Reckoning	No	No	No
LORANC	No	No	No
Other	No	No	No
<i>Backup Technologies</i>			
GPS	No	No	No
Differential GPS	No	No	No
Signpost/Odometer	No	No	No
Dead Reckoning	No	No	No
LORANC	No	No	No
Other	No	No	No
<b>Number of Vehicles with APCs</b>			
Fixed Route Bus	NR	NR	NR
Heavy or Rapid Rail	NR	NR	NR
Light Rail	NR	NR	NR
Demand Responsive	NR	NR	NR
Commuter Rail	NR	NR	NR
Ferry Boat	NR	NR	NR
<b>Remote Real-Time Monitoring and Computer Assisted Dispatching</b>			
<i>Remote Real-Time Monitoring</i>			
Fixed Route Bus	NR	NR	NR
Heavy or Rapid Rail	NR	NR	NR
Light Rail	NR	NR	NR
Demand Responsive	NR	NR	NR
Commuter Rail	NR	NR	NR
Ferry Boat	NR	NR	NR
<i>Automated Dispatching or Control Software</i>			
Fixed Route Bus	NR	NR	NR
Heavy or Rapid Rail	NR	NR	NR

Transit Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

		Lehigh and Northampton	2005
Light Rail	1999	NR	NR
Demand Responsive	NR	NR	NR
Commuter Rail	NR	NR	NR
Ferry Boat	NR	NR	NR
<b>Coordinate or plan to coordinate travel request and vehicle dispatching for multiple agencies?</b>	No		
<b>Is there or will there be a Transportation Management Center (TMC) in the region that controls transit and highway modes?</b>	No		
Modes that TMC currently controls:			
Highways	No	No	No
Fixed Route Bus	No	No	No
Heavy or Rapid Rail	No	No	No
Light Rail	No	No	No
Demand Responsive	No	No	No
Commuter Rail	No	No	No
Ferry Boat	No	No	No
Other	No	No	No
<b>Priority at Traffic Signals and Ramp Meter Priority</b>			
<i>Priority at Traffic Signals</i>			
Fixed Route Bus	NR	NR	NR
Light Rail	NR	NR	NR
Demand Responsive	NR	NR	NR
<i>Ramp Meter Priority</i>			
Fixed Route Bus	NR	NR	NR
Demand Responsive	NR	NR	NR
<b>Number of Vehicles Equipped with Navigation Aids</b>			
Fixed Route Bus	NR	NR	NR
Heavy or Rapid Rail	NR	NR	NR
Light Rail	NR	NR	NR
Demand Responsive	NR	NR	NR
Commuter Rail	NR	NR	NR
Ferry Boat	NR	NR	NR
<b>ITS Standards Used Related to Transit Management</b>			
TCIP On Board Objects (TCIP-OB)	No		
TCIP Traffic Management Objects (TCIP-TM)	No		
TCIP Common Public Transportation Objects (TCIP-CPT)	No		
TCIP Passenger Information Objects (TCIP-PI)	No		

Transit Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

		Lehigh and Northampton	2005
	1999		
TCIP Incident Management Objects (TCIP-IM)	No		
TCIP Fare Collection Objects (TCIP-FC)	No		
TCIP Spatial Representation Objects (TCIP-SP)	No		
TCIP Control Center Objects (TCIP-CC)	No		
TCIP Scheduling/Runcontrol Objects (TCIP-SCH)	No		
Send data communication between micro computer and heavy duty vehicle applications (SAE J1708)	No		
Would agency be willing to participate in testing of ITS Standards?	No		
Have agreements in place with other agencies to use similar hardware and software to aid maintenance and interoperability?	No		
<b>Electronic Fare Payment</b>			
Have full operational Electronic Fare Payment System?	Yes		
Methods of Fare Payment			
<i>Stored value card with fare deducted for each trip</i>			
Magnetic Stripe	No		
Smart Card	No		
Debit Card	No		
<i>Billed by the month for trips taken</i>			
Magnetic Stripe	No		
Smart Card	No		
Credit Card	No		
<i>Monthly Pass</i>			
Magnetic Stripe	Yes		
Smart Card	No		
Vehicles/Stations Equipped with Automated Payment Mechanism			
<i>Magnetic Stripe Readers</i>			
Fixed Route Bus Vehicles	75	80	
Heavy or Rapid Rail Stations	NR	NR	
Light Rail Stations	NR	NR	
Demand Responsive Vehicles	NR	110	
Commuter Rail Stations	NR	NR	
Ferry Boat Landings	NR	NR	
<i>Smart Card Readers</i>			
Fixed Route Bus Vehicles	NR	NR	
Heavy or Rapid Rail Stations	NR	NR	
Light Rail Stations	NR	NR	
Demand Responsive Vehicles	NR	NR	
Commuter Rail Stations	NR	NR	

Transit Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

		Lehigh and Northampton	2005
	1999	NR	NR
Ferry Boat Landings	NR	NR	NR
<u>Credit Card</u>			
Fixed Route Bus Vehicles	NR	NR	NR
Heavy or Rapid Rail Stations	NR	NR	NR
Light Rail Stations	NR	NR	NR
Demand Responsive Vehicles	NR	NR	NR
Commuter Rail Stations	NR	NR	NR
Ferry Boat Landings	NR	NR	NR
<u>Debit Card</u>			
Fixed Route Bus Vehicles	NR	NR	NR
Heavy or Rapid Rail Stations	NR	NR	NR
Light Rail Stations	NR	NR	NR
Demand Responsive Vehicles	NR	NR	NR
Commuter Rail Stations	NR	NR	NR
Ferry Boat Landings	NR	NR	NR
NR: No Response			

**Appendix J**  
**Transit Management Integration**

Transit Management Integration  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

Agency Name	Lehigh and Northampton 1999	Lehigh and Northampton 2005
Agency Returned Survey?		
<b>Transit operators in the region that use the same electronic payment system</b>	Yes	
Toll operators from whom you accept electronic payment of transit fare through the use of ETC media	None listed	
<b>Receiving real-time information via electronic means from others</b>		
Freeway Management agencies from which your agency receives freeway travel times, speeds, and conditions	None listed	None listed
Receive Information	None listed	None listed
Share Infrastructure	None listed	None listed
<b>Arterial Management agencies from which your agency receives arterial travel times, speeds, and conditions</b>		
Receive Information	None listed	None listed
Share Infrastructure	None listed	None listed
<b>Incident Management agencies from which your agency receives incident severity, location, and type</b>		
Receive Information	None listed	None listed
Share Infrastructure	None listed	None listed

**Appendix K**  
**Transit Management Information Collection and Dissemination**

Data Collection and Dissemination: Transit Management  
Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

Agency Name	Lehigh and Northampton	
	1999	2005
Agency Returned Survey?	Yes	
<b>Methods used to disseminate transit information to the public</b>		
<b>Technologies your agency uses to disseminate:</b>		
Transit routes, schedules and fares	NR	NR
Real-time transit schedule adherence or arrival and departure times	NR	NR
<b>Technologies employed by other organization receiving your data</b>		
Transit routes, schedules and fares	NR	NR
Real-time transit schedule adherence or arrival and departure times	NR	NR
Internet web site reporting transit routes, schedules and fare, etc.	NR	NR
Telephone system for reporting transit information to the public	NR	NR
<b>Organization/s your agency sends information for dissemination to the public</b>		
<b>Data collected, archived, and/or transferred to another agency</b>		
Collected by your agency		
	Transit operations coordination information, Scheduled roadway work zones for transit, Current roadway work zones for transit, Incidents, Vehicle monitoring status, Passenger information (e.g., surveys, O/D), Passenger count, Vehicle time and location	
Archived by your agency		
	Transit operations coordination information, Scheduled roadway work zones for transit, Current roadway work zones for transit, Incidents, Vehicle monitoring status, Passenger information (e.g., surveys, O/D), Passenger count, Vehicle time and location	
Transferred to another agency by your agency	NR	NR
<b>Importance of making information available to the public</b>		
Ranked High	Scheduled roadway work zones for transit, Current roadway work zones for transit, Incidents, Vehicle monitoring status, Passenger information (e.g., surveys, O/D)	
Ranked Medium	Transit operations coordination information, Passenger count, Vehicle time and location	
Ranked Low	NR	
<b>Groups that make requests for the data</b>	MPOs, Federal DOT personnel, State DOT personnel, Universities	
<b>What is the data used for?</b>	Planning	

**Appendix L**  
**Emergency Management**

Emergency Management Agencies for Metropolitan Area: Allentown, Bethlehem, Easton

Agency Name	Total Vehicles	Navigation Capabilities	AVL	CAD	CAD Equipped with Mobile Data Terminal	Vehicles Equipped with Preemption	Participate in Formal Incident Mgt Program	Send incident info to other agencies	List of agencies receiving data	
Allentown City Emergency Medical Services	8	0	0	0	0	0	0	0	Yes	None listed
Allentown City Fire Department	12	12	0	0	0	12	0	0	0	None listed
Allentown City Police Department	42	42	0	30	0	15	42	30	0	None listed
Bethlehem City Emergency Medical Services	3	0	0	0	0	3	0	0	No	East PA EMS Council (PADON)
Bethlehem City Fire Department	23	23	0	0	0	0	0	0	Yes	Northampton County Emergency Management Agency, Lehigh Valley Airport, Local Hospitals, Lehigh County Emergency Management Agency
Bethlehem City Police Department	34	34	0	0	0	34	34	19	34	0
									No	None listed